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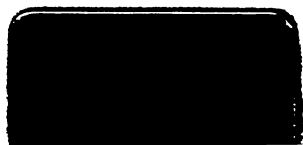
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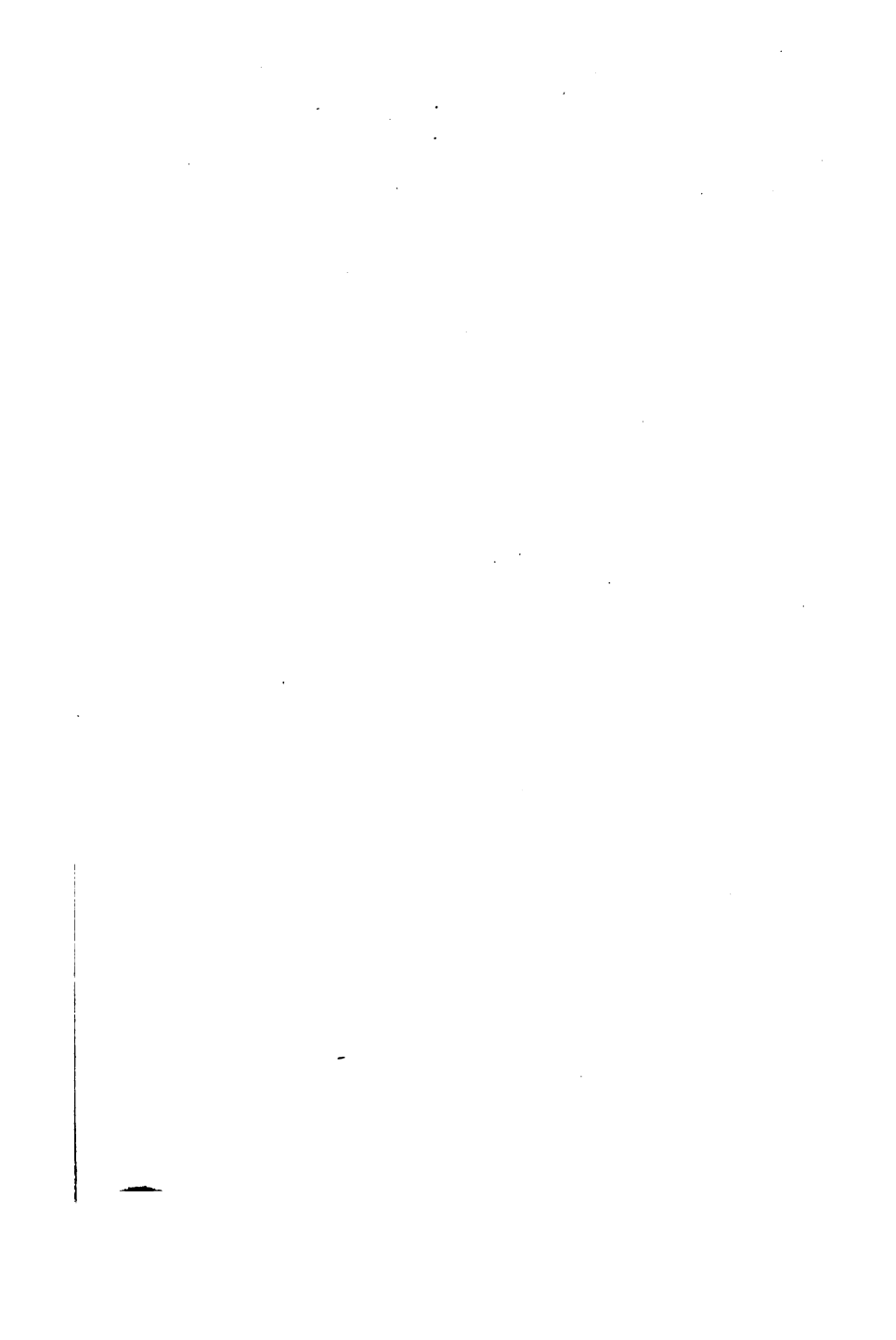
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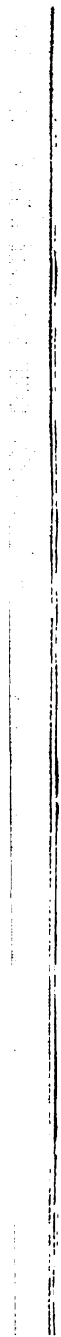
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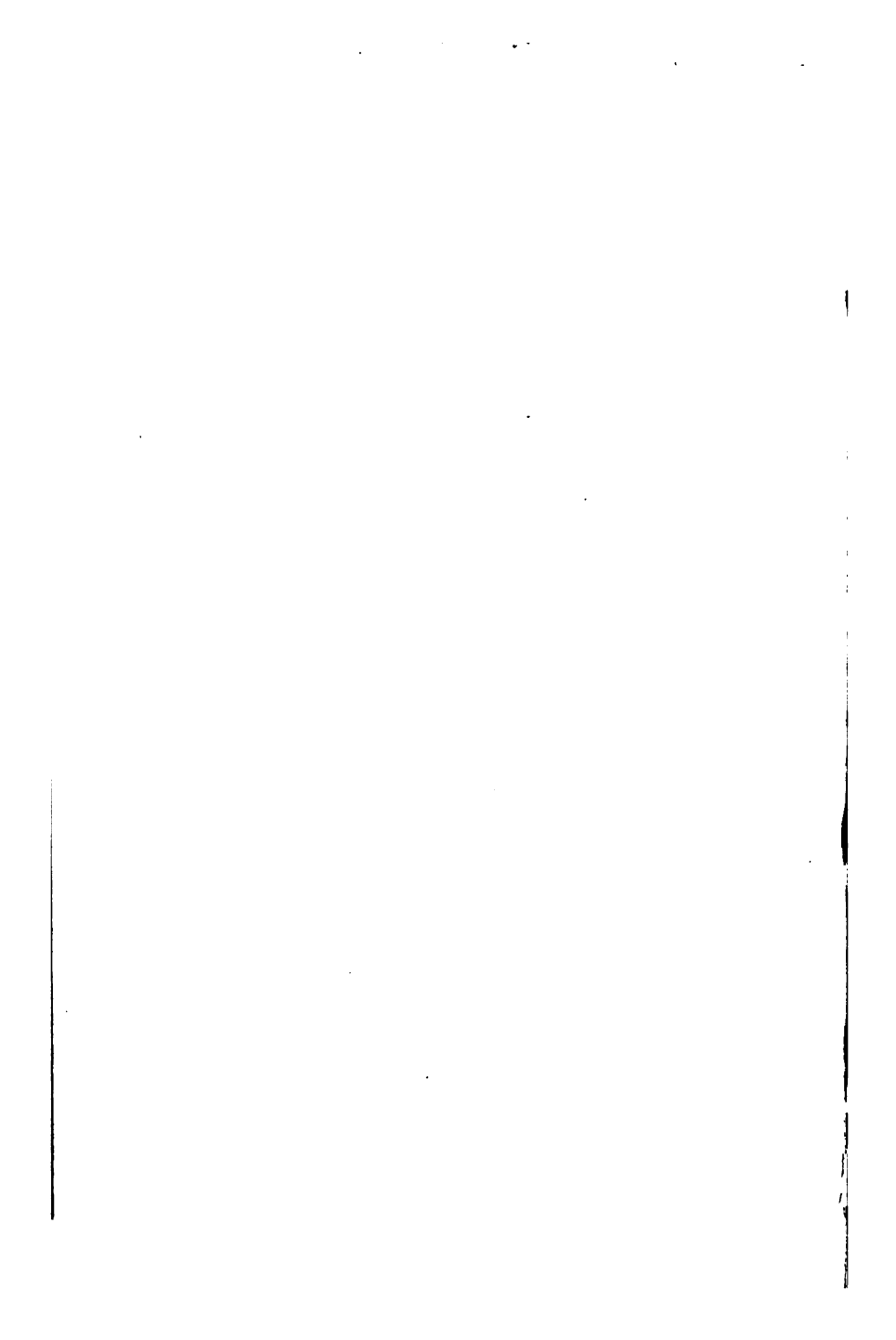
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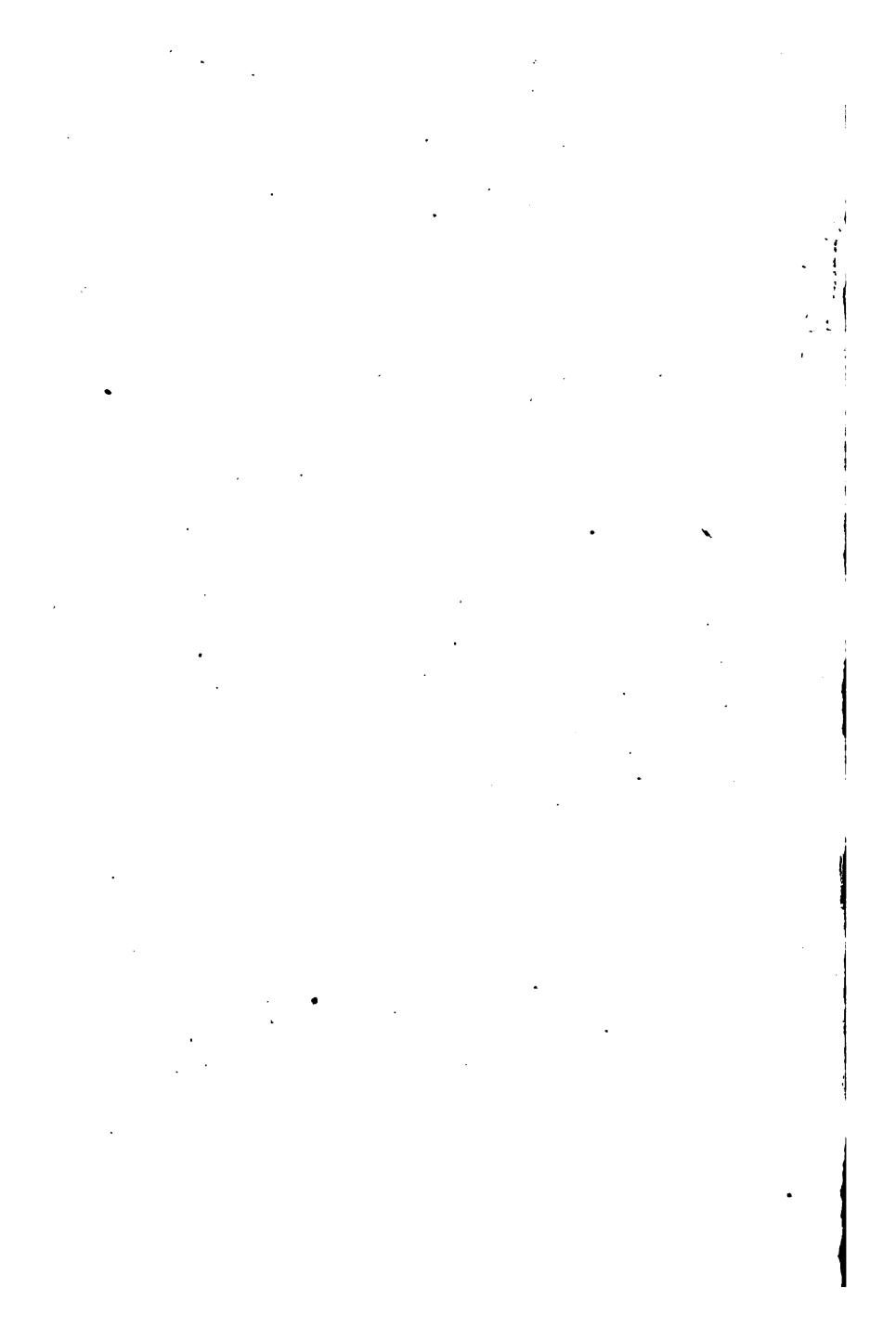
BOOK
OF
AMERICAN PASTIMES

BY
CHARLES A PEVERELLY.

1866.



APC 1866 1575-28



THE BOOK OF
AMERICAN PASTIMES,

CONTAINING A HISTORY OF THE PRINCIPAL

BASE BALL, CRICKET, ROWING, AND YACHTING CLUBS
OF THE UNITED STATES.

BY

CHARLES A. FEVERELLY.

Who has been engaged in the reporting of Out-Door Sports for several New York
Journals for more than twenty years.

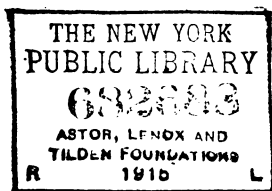
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To

THE MEMBERS OF THE

Atalanta Boat Club

OF THE CITY OF NEW YORK.

NOW IN THE NINETEENTH YEAR OF THEIR ORGANIZATION,

AND THE

OLDEST ROWING CLUB IN AMERICAN WATERS.

In token of the many happy days passed with them in the olden time; of their kindnesses during later years—and of that true friendship which has survived the changes of fortune and the vicissitudes of life,

G. A. P.

* John S. Magie Oct 7 - 1914

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PREFACE.

IN presenting this volume to that portion of the public who are identified with, and interested in, the progress of Aquatics, Base Ball, and Cricket, the author does not intend to enter into a long dissertation on the value of these pastimes, as he believes that within the past few years the people of the United States have become fully aware of the lasting benefits which a judicious system of outdoor recreation confers upon the youth of a nation. Having been engaged in the reporting of out-door sports for several New York journals for more than twenty years, for two years past we have devoted the greater portion of our leisure time to obtaining the material for these pages. It has been a work of patient labor, as we were obliged to open a correspondence with nearly every organization identified with the pastimes of which we treat, in the country, in order to collect the desired information.

In compiling this work, we do not pretend to have written elaborate, long essays upon yachting, rowing, base ball, or cricket. We cheerfully resign that field to any one ambitious of entering it; but we claim to have grouped together, for the first time in their history, all of the principal clubs at present organized in the United States; to have made them acquainted with each other; and by

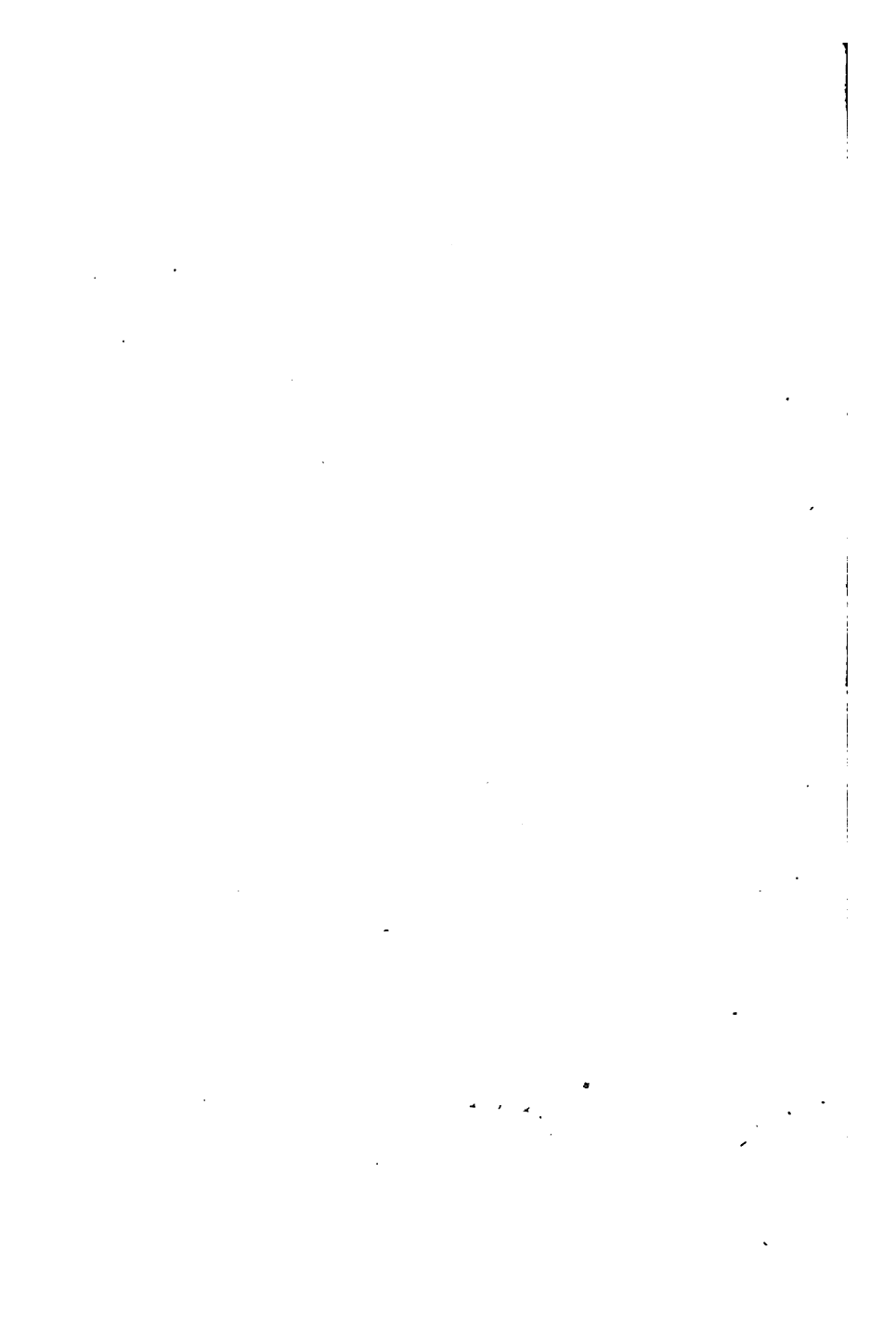
imparting a knowledge of their performances, strength, and influence, rendered them more powerful, and better enabled to progress, by future concert of action and unity of movement.

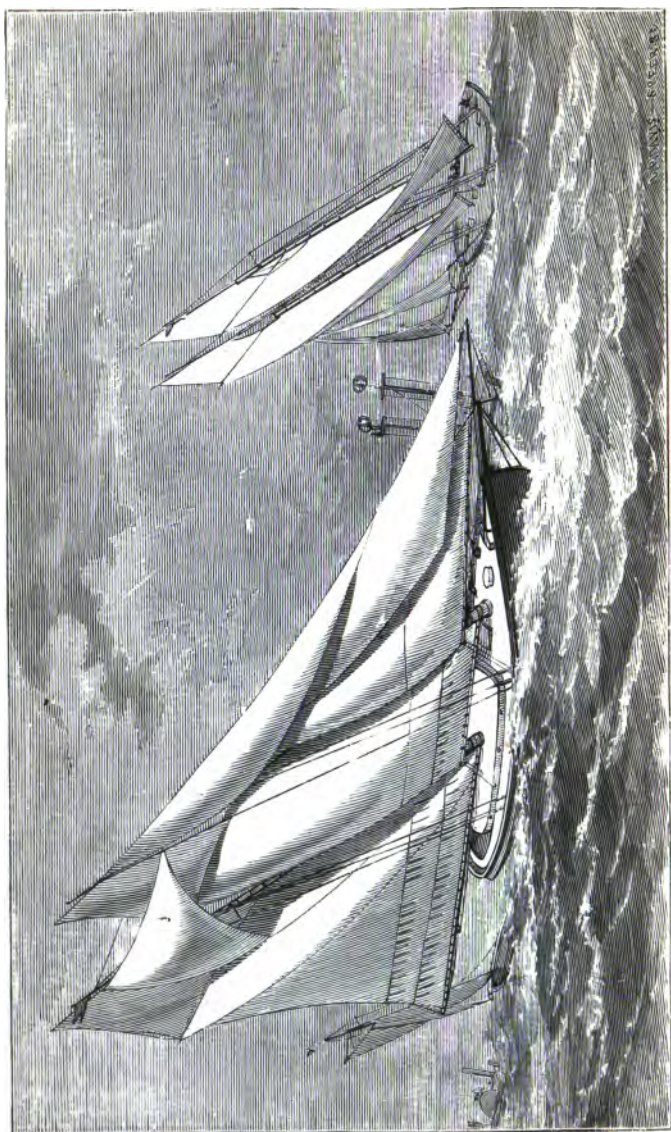
In our history of the base ball clubs we have confined ourselves to those belonging to the NATIONAL ASSOCIATION OF BASE BALL PLAYERS; and we desire to thank the officers of nearly all of the clubs for the very prompt manner in which they furnished us with the desired record. A very small number of the clubs are omitted, for the good and sufficient reason that they neglected to send us the requisite information, notwithstanding we gave them the ample notice of six months to prepare it.

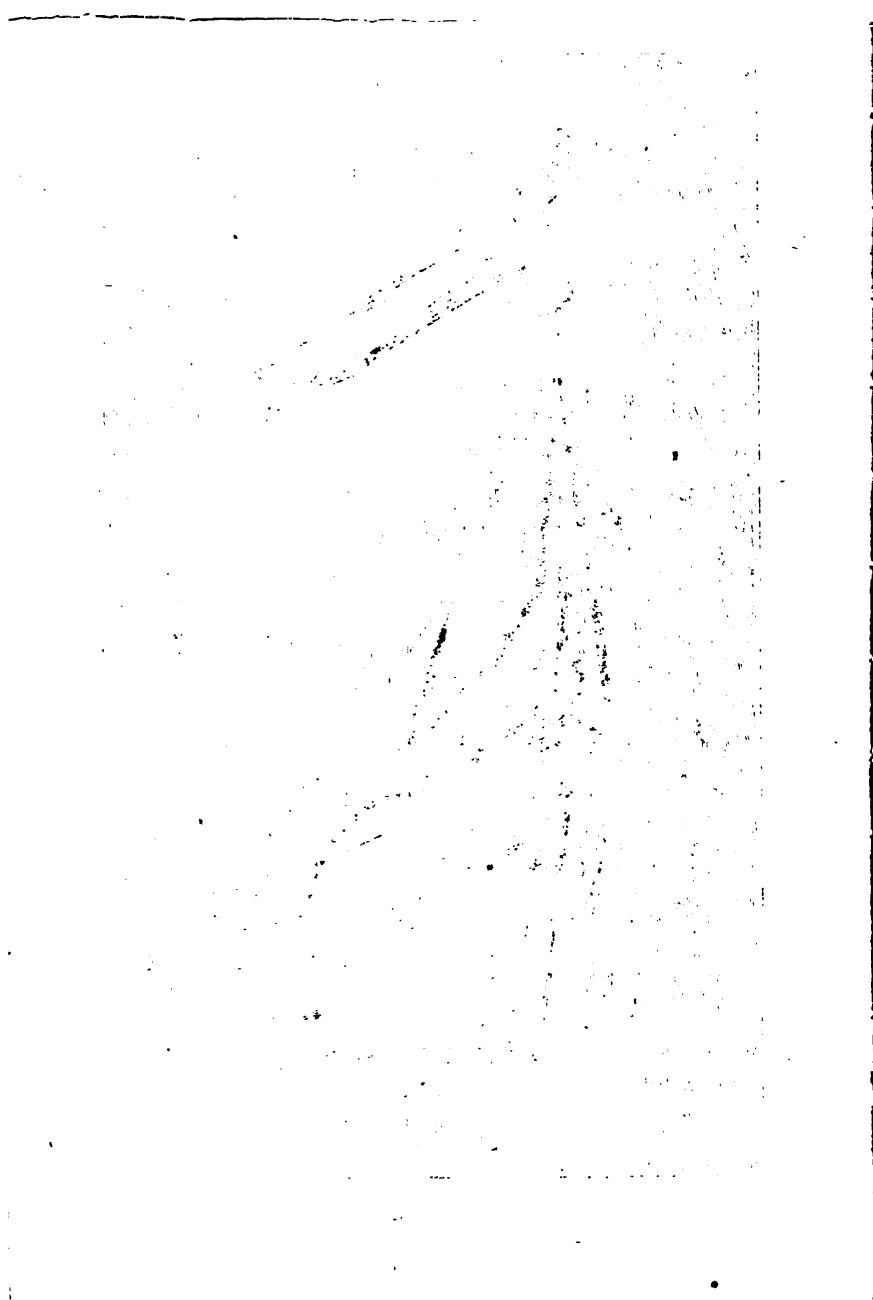
One great pleasure we experience in concluding the BOOK OF AMERICAN PASTIMES is, being enabled to dedicate it to the members of an aquatic organization with whom we passed many of the happiest hours we ever experienced, and formed associations and friendships second only to the cherished ties of family and kindred. We refer to the *Atalanta Boat Club*, which time-honored association is known and respected by the lovers of boating pastime in all our waters.

While soliciting the indulgence of our friends and the public, we launch confidently our little venture, knowing that we have perseveringly and faithfully performed our portion towards making this—the first volume of any size ever published devoted to American pastimes—acceptable to its readers and patrons, and worthy of their support and encouragement.

YACHTING.







YACHTING.

ANCIENT YACHTING.

As it is our intention to confine our space to the yachts and yachting of the United States, we can but glance briefly at its origin and progress. To trace the art to its original source would be impossible. We read in Genesis that ships were as old on the Mediterranean even as the days of Jacob; and that eighteen hundred and thirty years before Christ, Amnon built "long and tall ships, with sails," on the Red Sea; and that ninety years afterwards the ship 'Argo was built—"the first Greek vessel which ventured to pass through the sea without sight of land—being guided only by the stars." The wonderful vessel built for Hiero, king of Syracuse, excites curiosity and wonder. This craft was built under the direction of the celebrated mathematician, Archimedes, by a ship-builder at Corinth, and the wood was cut from Mount Etna. Her decks were paved with small and curious tiles, on which was depicted the whole story of "Homer's Iliad" with wonderful art. At the highest entrance was a gymnasium, containing gardens planted with all kinds of shrubs. The walks through these were overshadowed by ivy and vine branches, the roots of which received nourishment from moistened earth. Near this was the dining-room of Venus, paved with agates and other precious gems. The walls and roof were of cypress, the doors of ivory and thuya-wood. Near this was

the library, its doors and walls being of box, and the ceiling having the appearance of the sky by night, with the constellations embossed upon it. There was also a bathing-room with three brass baths, and another of Tauromenian stone holding forty gallons.

We read, also, of the barge of Cleopatra, of the thalamegus or pleasure-boat of the ancients; of the dromones of the Romans, "long ships first used in sailing matches," in which Leo, the Emperor, used to pass from Constantinople to the Asiatic coasts—a species of which the Sultan continued to use until a late day; of the fulcatoria, or feluccas, the gondolas of the Venetians, and a variety of other pleasure craft common to different countries in early times. Turning over the mouldy leaves of ancient Anglo-Saxon history, we learn that somewhere about A.D. 1000, Harold sent to Athelstan a present of a magnificent ship, with a golden beak and purple sails, surrounded with shields internally gilt, in which the monarch doubtless enjoyed royal comfort. The Anglo-Saxons also seem to have had small pleasure vessels which were called *pleg scrips*, or "play ships;" but nothing definite concerning their manner of construction or use has been handed down to posterity.

But in all ages and in all times man's effort has been, apparently, to combine beauty, luxury, and fleetness. Whether recalling the rough canoe of the Esquimaux, framed of the bones of beasts and fishes, and covered with the skins of seals, and the Welsh vessels of the early Britons, made of basket-work, covered with hides; or the terra-cotta boats of the Egyptians, filled in with leaves of the papyrus; or the still more remote rafts of the Romans, whose borders were of wicker-work, covered with leather; or, in later times, the felucca of the Barbary coast, the swift-footed bagguala of the piratical Arabs; the garpooku of the Persians; the galley of the Venetians; the gay diang of Anam; the junk of the Chinese; the pattenmar of the East Indies; the flying proas of the South Seas; the pirogues of the Cingalese on the coast of Malabar, and the tartan and xebec of the Mediterranean—the same principle governs them all.

YACHTING IN GREAT BRITAIN.

In the kingdom of Great Britain yachting is reduced to a science, and the sport has been for generations patronized by the nobility, and supported by the aristocracy of the land. The popular saying of an English naval author, that "the security of the kingdom is increased by every man being more or less a sailor," is now a national motto. Without further comment we will name some of their principal clubs.

In the year 1720 was organized in Ireland the first yachting association in the world, under the title of "The Cork Harbor Water Club." In 1828 it received the new appellation of the "Cork Yacht Club," and on William the Fourth ascending the throne it received the addition which now makes it known as the "Royal Cork Yacht Club." Its commanding officer is styled "Admiral," and not "Commodore."

The Royal Yacht Club was founded in 1815, the month and year of the battle of Waterloo. It was originally called "The Yacht Club." Under the patronage of King George the Fourth the club rose rapidly; and in September, 1820, received from that monarch the prefix of "Royal."

Among other Royal Yacht Clubs, may be enumerated the following:

Royal Cork Yacht Club, established in 1720. Cork thus stands first, and Cowes second, in the list of royal clubs.

Royal Thames Yacht Club, founded in 1823.

Royal Northern Yacht Club, founded in Belfast, Ireland, in 1824—joined by the yachtsmen of the Clyde in 1825; now known only as a Scotch club.

Royal Western Yacht Club of England, established in 1827, under the name of the Royal Clarence Regatta Club.

Royal Western Yacht Club of Ireland, established in 1830.

Royal Eastern Yacht Club, founded in 1835.

Royal Southern Yacht Club, founded in 1840.

Royal Harwich Yacht Club, founded in 1843.

Royal Mersey Yacht Club, started in 1844, in Liverpool. It

was a yacht of this club, named the Queen of the Ocean, Commodore Thomas Littledale, that saved the lives of thirty-two of the crew and passengers of the emigrant ship Ocean Monarch, of Boston, destroyed by fire in Abergle bay, August 24, 1848.

Royal Victoria Yacht Club, founded May 24, 1845, the anniversary of her Majesty's birthday.

Royal St. George's Yacht Club, founded in Ireland in 1846, as the Royal Kingstown, but subsequently adopted its present name.

Royal Irish Yacht Club, founded in Dublin bay in 1846.

Royal Welsh Yacht Club, Marquis of Anglesey, Commodore, founded in 1847.

Royal Dee Yacht Club, founded at Chester, received the patronage of Queen Victoria in 1847.

Royal Yorkshire Yacht Club, founded in 1847.

Royal London Yacht Club, founded in 1849, originally known as the Arundel Yacht Club, and under that name founded in 1838.

YACHTING OF THE UNITED STATES.

The lover and amateur of the time-honored pastime of yachting cannot help, if he be at all observant, feeling joyous and happy at its unexampled progress in American waters. Indeed, one has to watch with considerable perseverance and strictness the press of the country, to possess even a fair and tolerable idea of its rapid advancement. In every section of the country—not only in the harbors, bays, and rivers of the older States, but on the little lakes, bayous, and inlets of the most distant portions of our country's broad domain, the white wings of the gull-like yacht and pleasure-boat add their picturesque beauty to adorn and gild nature's panorama. We have been led to this brief reflection by indulging in a retrospective glance at the number of yachts which have been built, and the many yachting organizations which have been formed around us during the past few years. As an ardent amateur of the pastime, it affords us heart-felt pleasure to record this fact; and we hope that the prevailing

spirit will never culminate until the American yachting marine outnumbers—as it now does outsail—the world!

It is not many years since those who evinced an interest in aquatic matters could almost enumerate the pleasure-craft throughout the country. Then the yachts belonging to the gentlemen of New York, Philadelphia, Boston, Baltimore, Mobile, New Orleans, etc., were familiarly known to all amateurs of yachting. Now the case is far different; the increase and influence of the "New York Yacht Club" have given an extraordinary impetus to yachting recreation in every locality. Clubs composed of vessels of large and small dimensions, are found in every seaport of our land. Inland places, and the harbors of our great lakes, as well as the river towns and villages, attest and give practical evidence of our assertion.

The celebrated schooner-yacht *Wave*, belonging to Mr. Stevens, was, in her day, one of the fastest vessels afloat; she acquired great reputation in New York and other cities whenever she had an opportunity to display her admirable qualities. Her visit to Boston, and trials of speed with the pet yacht of that city, the *Northern Light*, are doubtless well remembered by many of our readers. The *Onkahye*, also schooner-rigged, was, we believe, Mr. Stevens's next yacht, the *Wave* having been sold to the United States Government. We are not familiar with the latter boat's performances, but do not think that she acquired the reputation which was won by the *Wave*.

Our New York pilot-boats have contributed greatly, in an indirect manner, to foster and promote a love for yachting. For beauty of model, speed, and sea-going qualities, there are no pilot-boats in the world to be compared to them; in fact, they are almost pleasure-yachts, with spars, canvas, and rig, for more boisterous and rougher duties. They have frequently visited Europe, and a number of them have been sold to the Government, and by them converted into miniature men-of-war; and as representatives of Uncle Sam, have accompanied his larger vessels, and displayed their bunting in most of the waters of the globe.

Several years since an article in *Hunt's Yachting Magazine*,

an English periodical, gave a graphic record of the writer's voyage across the Atlantic in one of the celebrated New York "black-ball liners." In eulogizing our models as he first saw them, he thus expresses himself:

"We must certainly yield to the Americans the palm of beauty of their nautical models, more particularly of the class to which their pilot-boats belong. We have had a specimen of this class in the America, which, though somewhat an exaggerated pattern, is nevertheless built upon the same principle as the pilot-boats. It often struck me as strange that among the many Englishmen who have visited the United States, many of them doubtless yachting men, no one seems to have noticed the beautiful models I have mentioned, with the view of introducing the build among our yachting fraternity. It was reserved for the America, so late as 1851, to introduce this improvement, which has been so extensively copied in almost all the recently constructed yachts. The American pilot-boats vary from fifty to one hundred tons; they are long and low, rounding in aft from the greatest beam, which is generally some feet before the mainmast, and flaring out forward over a sharp and long bow. A break in the deck, by the mainmast, allows of a rise for the cabin, which is entered from a cockpit sunk in the aftermost part of the vessel. All are schooner-rigged, carrying mainsail, foresail, and staysail, upon ordinary occasions, and a jib and large flying staysail set from the head of a short maintopmast to the head of the foremast, and sheeted home half way to the deck.

THE NEW YORK YACHT CLUB.

"Nos Agitur Tumidis Vels."

The history of New York yachting begins with the earliest annals of this country; and singularly enough, yachting lies at the foundation of our State enterprise, progress, and civilization. The renowned navigator and discoverer Hendrick Hudson, in 1609, was the pioneer yachtsman of this continent. In that year he entered and explored our bay and harbor in a small vessel of

eighty tons, and gave his name to the beautiful stream which now enriches and adorns our city and State.

In 1616 Captain Cornelius Hendrickson, of Holland, in a small yacht of sixteen tons, named the *Onrust* (the *Restless*), who has a namesake now afloat, "peerless among the peerless," in our yacht fleet, made important explorations in Long Island Sound; also near Manhattan Island and a long line of sea-coast. But not only yachts of sixteen tons, but ships upon a large scale were then built. And so we have been progressing and thriving, remarks the same author, for upwards of two hundred years, until our little island, like another Venice, has become a potent metropolis, influencing the world, whose eager commerce "pushes its wharves into the sea, blocks up the wide rivers with its fleets, and sending its ships, the pride of naval architecture, to every clime, defies every wind, outstrides every tempest, and invades every zone." (*Vide* Hart's "Romance of Yachting.")

We may mention as a part of the contemporaneous history of this time, that it was at Fort Orange, at the head of the navigation of the Hudson, in 1614, that the naval flag of New York was first hoisted on a bark built here by people who then "owned the mastery of the seas"—the Dutch. Thus much for our ancient Knickerbocker right to claim the distinction of being the first to establish the institution of yachting in American waters. This distinction, passing through many honored generations, mostly Knickerbockers, has reached our own day unsullied in any respect.

All true aquatic Gothamites claim the date of 1616, the *début* of Captain Hendrickson's historical *Restless*, as the origin of the "N. Y. Y. C." Passing by the reminiscences of Hendrick Hudson and Skipper Hendrickson, we will come down to the times of that father of American yacht commodores, the late John C. Stevens, who, in 1802, organized himself and his famous little yacht *Diver*, of which he was "builder, captain, cook, and all hands," into a "New York Yacht Club." For the long period of eleven years, from 1844 to 1855 inclusive, Mr. Stevens filled the position of Commodore, until his failing health obliged

him to withdraw reluctantly from the duties and cares of the position. As its founder, no record of the Club can be perfect without paying a proper tribute to the memory of one who was a true type of the upright man, the good citizen, and the influential merchant. Commodore Stevens died in the month of June, 1857, "in the ripeness of age, in the fulness of a reputation without blemish, beloved and respected by all. Even as his spirit was passing to the sunny haven above, the beautiful squadron, of which he had been the creator and patron, was on its annual cruise; and with flags at half-mast, and other testimonials of mourning, manifested every respect for the memory of the departed." The following is his letter of resignation:

"SOUTH AMBOY, May 1, 1855.

"To N. BLOODGOOD, Esq., *Secretary of the New York Yacht Club*:

"DEAR SIR:—Will you do me the favor to present this, my unwilling resignation of the honorable post I hold of Commodore of the New York Yacht Squadron. A conviction of my inability longer to perform duties that the Commodore should be both willing and able to do, renders this determination on my part, if not absolutely necessary, at least advisable. I do not want the will, but I lack both the health and the spirits to enable me to make the attempt. Old age and hard service have worked with me their usual and inevitable results, and I cannot but sigh to think that I 'shall never more be fit for the sea.' That I am fairly entitled to my discharge I trust you will admit, when I tell you I have been a yacht owner for more than half a century, commencing in 1802, as builder, captain, cook, and all hands of the celebrated yacht *Diver*—nine feet long, three feet wide, and three feet deep—and ending as commodore of a squadron whose flagship carries her pennant one hundred and fifty feet above the surface of the sea. Present my kindest and most heartfelt regards to my brother yachtsmen; and say that, though no longer able to command them, I hope still to take an occasional cruise with them in the sunny waters of the Sound. With my warmest

wishes for the prosperity of the club and the continual health of its members, I remain their attached and obedient servant,

"JOHN C. STEVENS."

The club accepted the resignation of the Commodore ; and among a series of complimentary resolutions, presented by M. H. Grinnell, Esq., adopted the following :

"*Resolved*, That we gladly avail ourselves of this occasion to express the sense of our obligations to Commodore Stevens, the founder of this Club, and its chief officer from its commencement. To his enthusiasm as an accomplished gentleman, to his courtesy and high-toned character in the discharge of his official duties, so thoroughly tested when, in the yacht *America*, he raised to such proud eminence the flag of the New York Yacht Squadron in the British Channel ; to his personal standing in this community, where he has been so favorably known and highly esteemed during a long career of unexampled activity, may be justly attributed to a great degree the past success and present prosperity of the New York Yacht Club."

In communicating the resolutions to the Commodore, the Secretary of the Club took the opportunity to assure him that his "position among them had partaken as much of a parental as of an official character ; for not only had he been the founder of the Club, but that there was scarcely an active yachtsman of its members who did not turn to him as a friend and instructor in everything relating to the pursuit of his favorite amusement." In briefly recapitulating the history of some of the Commodore's favorite yachts, the Secretary further remarked :

"There are none of us, perhaps, who can retrace the half century which recalls the experimental *Diver* of 1802, and few who can remember the *Trouble* of a later period ; but nearly all have followed with interest the subsequent result of your enterprise and skill. The *Wave*, without a competitor in her time ; the *On-kah-y-e*, with sharp bow and clean run, then looked upon with doubt as for ocean navigation, foreshadowing, nevertheless, the clipper-ship of to-day ; the deceptive *Gimcrack*, and finally the

peerless Maria, hitherto unrivalled in speed, all bear witness to your zeal in the cause, and the time and labor you have devoted to its furtherance. In addition to this, when the yacht America went forth as a pioneer under your command to test the relative merits of England and America in mechanical skill—in which contest our country so signally triumphed—you earned for yourself not only the lasting gratitude of this squadron, whose flag you carried, but it can truly be said a national reputation on both sides of the Atlantic has attached itself to your name."

SUMMARY OF ANNUAL REGATTAS.

Before giving the summary of their annual contests we will notice briefly the incidents, etc., of their formal organization :

On the 30th of July, 1844, there assembled on board the yacht Gimcrack, off the Battery in this city, the following named gentlemen, having for their object the organization of a club for the systematic fostering of the noble art of yachting: John C. Stevens, representing the yacht Gimcrack; Hamilton Wilkes, yacht Spray; William Edgar, yacht Cygnet; John C. Jay, yacht La Coquille; George L. Schuyler, yacht Dream; James M. Waterbury, yacht Minna; Louis A. Depau, yacht Mist; James Rogers, yacht Ida; George B. Rollins, yacht Petrel.

At this meeting the club was organized, by-laws and regulations adopted, and John C. Stevens unanimously chosen Commodore. In accordance with a resolution to that effect, the above yachts, with the exception of the Ida, made a cruise to Newport, Rhode Island, stopping at Huntington, Long Island; New Haven, Gardner's Bay, Oyster Point, and arrived at their destination on a Monday afternoon, having had a very pleasant cruise. The night following their arrival at Newport, they were joined by the pilot-boat Belle, Capt. R. B. Forbes, and the yacht Northern Light, Capt. Winchester, both of Boston. Thus the New York Yacht Club, which is now known the world over as one of the most prosperous, began its career.

The first regular election of officers of the Club was held on

the 17th of March, 1845, when the following gentlemen were chosen :

Commodore, John C. Stevens ; Vice-Commodore, Hamilton Wilkes ; Corresponding Secretary, George B. Rollins ; Recording Secretary, John C. Jay ; Treasurer, William Edgar.

So popular was this movement, that almost immediately members began to flock in ; and hardly an annual meeting has since been held that the Club has not received accessions of gentlemen ranking high in the social and financial circles of the community.

For many years the following regulations and course governed the contestants :

A flag-boat was anchored abreast of the Club-House at Hoboken, on the east side of which the sloops were anchored, head to wind, in the following order of position, commencing from the stake-boat with those of the least areas. The third class abreast of the stake-boat, eighty yards apart, on a line due east ; the second class, ninety yards apart, on a line parallel with the same, two hundred yards to the north ; and the first class one hundred yards apart, on a similar line, two hundred yards to the north of the latter ; the schooners anchored to the eastward of the second and first-class lines in the same order. Yachts were allowed to have their mainsails, or foresails and mainsails, according to their rig, hoisted, and gaff-topsails set.

The yachts were to pass to the north and west of a flag-boat stationed off Robins's Reef Light ; thence easterly to a flag-boat stationed off Owl's Head, Long Island, passing it to the north and east ; thence around the buoy of the South-west Spit, passing it from the north and east. Returning, they were to first pass the flag-boat off Owl's Head, Long Island, passing it to the south and east ; thence to the flag-boat off Robins's Reef Light, passing it to the south and west ; thence to a flag-boat off Castle Garden, passing it to the south and east ; thence to the flag-boat abreast of the Club-House, Hoboken, passing it to the westward. In going and returning, all the buoys on the west bank, viz. Nos. 11, 13, and 15, were to be passed to the eastward.

This course was sailed until the annual regatta of June 8, 1865,

when more of an ocean course was substituted ; the course being from the judges' yacht, moored off Owl's Head, Long Island, around the lightship, and return.

In July, 1845, the first regular regatta in the United States took place, on the following terms :—First, the tonnage was the Custom-House measurement ; second, forty-five seconds a ton were allowed for the start ; third, a cup of the value of the entrance-money was given to the winning boat. The following yachts entered for the race :—The Cygnet, forty-five tons ; Sybil, forty-two ; Spray, thirty-seven ; La Coquille, twenty-seven ; Minna, thirty ; Gimcrack, twenty-five ; Newburg, thirty-three ; Ada, seventeen ; and Lancet, twenty.

The annual regattas have been continued regularly since that period ; and for many years interesting squadron cruises and exciting private match races have whiled away the summer months.

On the 6th of June, 1848, the first annual regatta of the Club took place. The following yachts were entered and started, viz. :

Second Class.—Fifty tons and under ; allowance of time, forty-five seconds per ton ; measurement by displacement.

	H.	M.	S.
Sloop Lancet, 19 tons, R. R. Patton, started	. 10	0	0
Schr. La Coquille, 21 tons, J. C. Jay, started	. 10	1	30
Schr. Dream, 28½ tons, J. P. Hall, started	. 10	7	7
Schr. Spray, 34 tons, H. Wilkes, started	. 10	11	15
Schr. Cygnet, 39 tons, D. L. Suydam, started	. 10	15	0

First Class.—Over 50 tons, allowance of time 35 seconds per ton.

	H.	M.	S.
Schr. Siren, 60 tons, W. E. Miller, started	. 10	20	0
Schr. Cornelia, 75 tons, Wm. Edgar, started	. 10	28	45
Sloop Maria, 118 tons, R. L. Stevens, started	. 10	53	50

The yachts arrived at the stake boat, off the Club-House, in the following order :

	H.	M.	S.
Schooner Cornelia,	3	12	40
Schooner Siren,	3	59	52
Schooner Cygnet,	4	14	35
Schooner La Coquille,	4	17	25
Schooner Spray,	4	21	—
Schooner Dream,	Time not taken.		
Sloop Lancet,	Time not taken.		

The Maria was dismasted on her return, between Jersey City and Hoboken, and was at the time ahead of all, except the Cornelia. The yachts had a head tide all the way, the wind west-north-west and north-west, and part of the time very fresh.

The prizes were awarded as follows :—

First prize, first class, Cornelia.

Second prize, first class, Siren.

First prize, second class, Cygnet.

Second prize, second class, La Coquille.

Second annual, on the 5th of June, 1849; the Maria, one hundred and nineteen tons; Cornelia, seventy-five tons; Siren, sixty-five tons; Ultra, sixty-three tons; Sybil, thirty-seven tons; and Spray, thirty-four tons, were entered. They were started together at 10 A. M., and the result of the race was—sloop Ultra, first prize; schooner Siren, second prize.

Third annual regatta was sailed on the 6th of June, 1850; the Maria, Breeze, Cornelia, Ultra, Una, Spray, and Undine, were entered, and the race won by the Maria; but in consequence of her fouling the Ultra, she was ruled out, and the prize of her class given to the latter yacht; the Una and the Undine won the prizes in the second class.

Fourth annual regatta was sailed on the 5th of June, 1851; the Cornelia, Ultra, Una, Sport, Ariel, and Alpha were entered, and the first and second prizes of the first class were won by the Una and Undine; and the first and second prizes of the second class by the Sport and Alpha.

Fifth annual regatta was sailed on the 3d of June, 1852; seven yachts were entered in three different classes, the first being over fifty tons, the second under fifty but over twenty-five, and the third twenty-five and under. The prize for the first class was awarded to the *Sylvie*, and the prize for the second class to the *Sport*. No prize was awarded the third class, as the *Alpha* ran foul of one of the stake-boats, and the *Ariel* gave up the contest; these two yachts were the only entries in the third class.

Sixth annual regatta was sailed on the second of June, 1853; eight yachts were entered and started, and the prizes were won and awarded to the following: *Una*, fifty-four tons, first class; *Undine*, thirty tons, second class; *Alpha*, seventeen tons, third class.

Seventh annual regatta was sailed on the first of June, 1854; fourteen yachts were entered and started, and the prizes awarded to the *Una*, L. M. Rutherford, first class; *Ray*, F. M. Ray, second class; *L'Esperance*, W. Langdon, third class.

Eighth annual regatta was sailed on the eighth of June, 1855; sixteen yachts were entered and started, and the prizes won by the *Julia*, seventy tons, J. M. Waterbury, first class, beating the *Una* three minutes seventeen seconds; *Ray*, thirty tons, second class, beating the *Undine* one minute fifteen seconds; *Alpha*, seventeen tons, D. M. Edgar, third class, beating the *Ceres* eight minutes twenty-four and a half seconds.

Ninth annual regatta was sailed on the fifth of June, 1856; twenty-one yachts were entered in three classes, the first containing yachts carrying 3,300 square feet of canvas and upwards; the second carrying 2,300 square feet and upwards, but less than 3,300; and the third, carrying less than 2,300 square feet. The prizes were won and awarded to: First class, *Julia*, $83\frac{2}{3}$ tons, 3,307.45 square feet canvas; second class, *Una*, $70\frac{2}{5}$ tons, 3,142.43 square feet canvas; third class, *Richmond*, $27\frac{1}{3}$ tons, 1,845.61 square feet canvas.

In August of 1856 the squadron assembled at Whitestone, L. I., for its annual cruise, which was made to New Bedford. The entries for the race which then took place were thirteen, and the results of the race were that the *Julia*, J. M. Waterbury,

beat all of her class; the America, R. T. Loper, all of her class; and the Richmond, Charles H. Mallory, all of her class.

Tenth annual regatta was sailed on the fourth of June, 1857; twenty-one yachts were entered, and the prizes were won by the Julia, first class; Rowena, M. W. Bacon, second class; and the Lucky, C. F. Morton, third class.

Eleventh annual regatta was sailed on the third of June, 1858; twenty-three yachts were entered, and the prizes were awarded to the sloop Julia, first class; sloop Hasewell, C. H. Mallory, second class; sloop Edgar, H. A. Dennison, third class.

On the first of October in this year the autumn regatta was sailed, and it was the first sea-race of the Club. Handsome prizes were subscribed for, and the following yachts entered and started: New schooner Zinga, of New York, one hundred and eighteen tons, W. H. Thomas, owner; schooner Madgie, of Philadelphia, one hundred tons, R. F. Loper, owner; sloops Rebecca, seventy-seven tons, J. G. Bennett, Jr., owner; Una, fifty-four tons, L. M. Rutherford, owner; Manersing, forty-two tons, C. T. Cromwell, owner, all of New York; and the Narragansett, twenty-nine tons, of Newport, H. Bedlow, owner. The course was from a stake-boat anchored off the Staten Island shore, round the Southwest Spit, thence around the light-ship and return. The contestants were favored with a good working breeze. The Rebecca rounded the lightship first, and passed the stake-boat a handsome winner, followed by the Manersing, Madgie, Una, Zinga, and Narragansett, in the order named. The Zinga won the schooner prize, and the Manersing and Narragansett the prizes of their class.

Twelfth annual regatta was sailed on the second of June, 1859; nineteen yachts were entered, and the prizes awarded to the schooner Madgie, R. F. Loper, 111.4 tons, first class; schooner Dawn, H. L. Fassitt, 41.8 tons, second class; and to the Deer, Thomas Collyer, 68 tons, in first class sloops; Hasewell, Charles Butler, 38.6 tons, second class; and third class, Flying Cloud, L. B. Senat, 25.5 tons.

Thirteenth annual regatta was sailed on the seventh of June,

1860 ; sixteen yachts were entered, and the prizes were won and awarded to the Favorita, A. C. Kingsland, first class schooner ; Haze, W. B. Duncan, second class do. ; Rebecca (no competition), J. G. Bennett, Jr., first class sloop ; Manersing, C. T. Cromwell, second class do. ; Glengarry, C. Macalester, Jr., third class do.

August 15, of this year, the yachts rendezvoused at Clark's Point, New Bedford, where a race took place, in which the Madgie, Julia, Manersing, Haze, Bonita, and Narragansett won the prizes. The annual regatta for the year 1861 was, by resolution of the Club, postponed.

Fifteenth annual regatta was sailed on the 5th of June, 1862. Eighteen yachts were entered, and the yachts that were awarded prizes were : Schooners, first class, Favorita, 138.1 tons ; second class, Restless, 95.4 tons ; third class, Bonita, 34.9 tons ; sloops, first class, Scud, seventy-nine tons ; second class, Mallory, 44.2 tons ; third class, Glengarry, twenty-five tons.

Sixteenth annual regatta was sailed on June 11, 1863. There were fifteen yachts entered, and the prizes were won by the sloops Minnie, C. Morrow ; Fanny, E. H. White ; and White Wing, R. Stuyvesant.

Seventeenth annual regatta was sailed on June 3, 1864. There were twelve entered, but three of them, the Alarm, Nautilus, and Plover, did not start, leaving the course to the schooners Magic, W. H. McVickar, one hundred and twelve tons ; Julia, H. S. Fearing, eighty-five tons ; Juniata, J. W. Grigg, eighty-one tons ; sloops Nettle, L. D. Senat, forty-three tons ; White Wing, R. Stuyvesant, fifty-three tons ; Geraldine, J. S. Dickinson, fifty-five tons ; Narragansett, T. G. Dexter, thirty tons ; Annie, L. Livingston, twenty-seven tons ; and the Richmond, Charles H. Mallory, twenty-seven tons.

The prizes were severally awarded to : Sloops, first class, Nettle ; second class, Annie. Schooners, first class, Magic ; second class, Julia.

Eighteenth annual regatta was sailed on June 8, 1865. The course was from a stake-boat off Owl's Head, Long Island, around

the light-ship and return. The following started : Schooners *Maria*, two hundred and thirty-one tons, E. A. Stevens ; *Magic*, one hundred and twelve tons, W. H. McVickar ; *Calypso*, one hundred and nine tons, J. H. Bache ; *Haze*, ninety-one tons, J. Van Schaick ; *Juniata*, eighty-one tons, J. W. Grigg ; *Breeze*, twenty-five tons, A. C. Kingsland, Jr. Sloops *Bonita*, fifty-two tons, R. Center ; *Annie*, twenty-six tons, A. Livingston. The sloop *Geraldine* entered, but did not start. The *Magic* won the schooner prize, an elegant silver punch-bowl. The *Annie* won the sloop prize, a beautiful cigar-casket.

Nineteenth annual regatta was sailed on Thursday, June 14, 1866, with the following entries :

SLOOPS.

<i>Name.</i>	<i>Entered by</i>	<i>Tonnage.</i>	<i>Area.</i>	<i>Allowance of Time.</i>
<i>Annie</i> , . . .	J. Heard. . . .	26.9	804.4	32.26
<i>Bonita</i> , . . .	R. Center	52.5	1,041.2	26.41
<i>Dream</i> , . . .	H. Center	26.6	685.5	44.42
<i>Eva</i> ,	G. L. Lorillard . .	81.2	1,561.8	10.13

SCHOONERS.

<i>Calypso</i> , . . .	J. H. Bache . . .	109.7	1,694.0	6.56
<i>Haze</i> ,	J. Van Schaick . .	91.1	1,382.6	15.20
<i>Magic</i> ,	W. H. McVickar .	112.5	1,670.0	7.29

The course was from the anchorage at Owl's Head to the buoy off the South-west Spit, then to the light-ship, and return on the same course.

The steamer *Seth Low* took the members of the club, invited guests and representatives of the press on board, at the pier foot of Christopher street, North River, at ten A.M., proceeding thence to the starting-point, at the flag-boat anchored abreast of the Owl's Head, Long Island, followed by the steamers *Thomas P. Way*, *W. R. Fletcher*, *P. Crary*, *W. Tittamer*, and several others, crowded with spectators.

At half-past eleven o'clock A.M., the schooners Calypso, Haze, and Magic, started; and at five minutes to twelve the sloops Bonita and Dream, the Eva and Annie withdrawing. The Bonita took the lead while they were in sight; but shortly after one o'clock—the time of rounding the Spit—they were placed as follows:

The Calypso leading and passing the buoy at 1h. 14m. 20s.; followed by the Haze at 1h. 16m. 25s.; the Magic at 1h. 16m. 36s.; the Bonita at 1h. 33m. 36s.; and the Dream at 1h. 39m. 50s. Here it was almost dead calm; and although the yachts were being handled skilfully, there was but little interest in their progress.

At the light-ship, the Magic first turned at 3h. 15m. 00s.; then the Haze, at 3h. 16m. 35s.; next the Calypso, at 3h. 17m. 09s.; and last the Bonita, at 3h. 24m. 37s. The Dream was hull down astern.

Upon the return the wind died out entirely, and a dense fog obscured the competitors from view.

At last it could be seen that the Magic had kept the lead from the light-ship; and she turned the flagship at 6h. 50m. 05s., followed closely by the Bonita at 6h. 50m. 55s., by the Haze at 6h. 52m. 30s., the Calypso at 6h. 54m. 40s., and the Dream at 7h. 02m. 10s. Salutes were fired in honor of the winners by vessels in the harbor, and an answering gun resounded along the waters from Fort Hamilton.

The Haze having an allowance of 7m. and 51s. in excess of that of the Magic, and being but 2m. and 25s. astern of her, was the winner of the prize for schooners; and the Dream, having an allowance of 18m. and 1s. in excess of the Bonita, and being only 11m. and 15s. astern of her, won the prize for sloops.

OFFICERS OF THE CLUB.

From the year 1844 to 1855, Commodore John C. Stevens, who was succeeded by Mr. William Edgar, owner of the yacht "Cygnets." This gentleman was one of the founders of the

organization, and was reëlected annually until 1860. Upon his retiring, Mr. Moses H. Grinnell was tendered the honorable position by a committee of the Club, but he declined to accept it in consequence of a contemplated visit to Europe. As a reminiscence, we will mention here that the late Mr. Hamilton Wilkes was the first Vice-Commodore ; Mr. George B. Rollins, the first Corresponding Secretary ; Mr. John C. Jay, the first Recording Secretary ; and Mr. William Edgar, the first Treasurer.

The following officers were elected in 1860 :

Commodore, Edwin A. Stevens ; Vice-Commodore, Ambrose C. Kingsland ; Secretary, Hamilton Morton ; Treasurer, Robert S. Hone ; Measurer, Charles H. Haswell ; Surgeon, Dr. G. F. Woodward ; Regatta Committee, Charles H. Haswell, J. Howard Wainwright, John C. Jay.

Messrs. Wainwright and Jay resigned from the committee, and Messrs. Westray and Rollins were elected to fill their places.

These gentlemen retained their positions until the election held in February, 1865, when the following officers were chosen :

Commodore, Edwin A. Stevens ; Vice-Commodore, William H. McVickar ; Rear-Commodore, Alex. Major ; Secretary, Hamilton Morton ; Treasurer, Robert S. Hone ; Measurer, Alfred W. Craven ; Regatta Committee, George L. Schuyler, William W. Shippen, N. P. Hosack.

The annual meeting of the Club for 1866 was held at Delmonico's, Fourteenth street and Fifth avenue, on Thursday evening, February 1. Before proceeding to the election of officers a letter from Commodore E. A. Stevens was read by the Secretary, which, while expressing unabated interest in the prosperity of the Club, also communicated a final determination to withdraw his name as a candidate for reëlection. An admirable portrait, by Elliot, of the late John C. Stevens, one of the original members and founders of the Club, accompanied the communication as a donation to the Club.

By unanimous resolution, a committee was appointed to express to Commodore Stevens their regrets that he should feel himself constrained to terminate his official connexion with

their institution, and their high estimate of the many benefits and valuable services rendered during his long association with them ; and also to express their thanks for the very valuable, and to them highly interesting memorial of their first Commodore, John C. Stevens.

The following officers were then unanimously elected for the ensuing year :

Commodore, William H. McVickar, in place of Commodore Edwin A. Stevens ; Alexander Major, Vice-Commodore ; Anson Livingston, Rear-Commodore ; Hamilton Morton, Secretary ; Treasurer, Robert S. Hone ; Measurer, Alfred W. Craven ; Regatta Committee, Messrs. W. W. Shippen, N. P. Hosack, and Fletcher Westray.

THE CLUB-HOUSE AT HOBOKEN.

Every visitor to the Elysian Fields, at Hoboken, must have noticed the beautiful cottage-built structure situated upon a romantic knoll and environed with noble oaks, which do not altogether obscure a view of that water which is the pride of the Empire State and City, and which has rendered immortal the name of Hendrick Hudson. This cottage, of such chaste proportion and correct architecture, is, as every true Gothamite knows, the club-house and summer rendezvous of the New York Yacht Club. It was presented to the Club many years since by its originator, the late Commodore John C. Stevens ; and a visit to it will well repay any one who possesses the slightest enthusiasm for yachts and yachting.

It contains one high and capacious assembly or dining-room, where may be seen the models of many of the yachts which have won renown in our own as well as in foreign waters. Among these we may mention the original model by George Steers of the celebrated yacht *America* ; also those of the yachts *Maria*, *Widgeon*, *Julia*, *Haze*, *Zinga*, *Gipsey*, *Henrietta*, *Favorita*, *Mal-lory*, *Narragansett*, *Annie*, *Una*, *Madgie* (now *Magic*), *Lucky*, *Richmond*, *Undine*, *Irene*, *Prima Donna*, *Magnet*, *Seadrift*, *Hornet*, *Mystery*, *Ceres*, *Island Fawn*, *Alpha*, *Dream*, *Pet*, *Cyrene*,

Ariel, Spray, Starlight, Northwest, Minna, Plover, Twilight, Petrel, Minnie, Ultra, Edith, Bonita, Restless, Rowena, Fanny, Hope, Rebecca, Gertrude, Ray, L'Esperance, Breeze, Nettle, Sport, Mist, Sybil, La Coquille, Brenda, Cygnet, Escort, Edgar, Volante, etc. There are also models of an English schooner and two English cutters. Among the curiosities is the flag of the old frigate Constitution, which was once captured by the British, and afterwards recaptured by the Americans. Also, as curiosities, models of Chinese war vessels, revenue boats, Malay war boats, Singapore boats, etc., presented by the late Commodore Perry; together with other curiosities donated by various distinguished parties.

A large and convenient meeting or committee room adjoins the assembly hall. On the walls are hung numerous pictures of yachts, most of them English, presented by their owners, to all of which a pleasing history is attached. The original drawings of the America, by Steers, are also here. Among the pictures are those of Her Britannic Majesty's steam-yacht Fairy, Mr. Grinnell's yacht Truant, British yachts Kestrel, Helas, and Gazelle; Her Britannic Majesty's ships Eurydice, Vindictive, Winchester, Pantaloon, Warspite, Pilot, Powerful, Daring, Ringdove, model of British yacht Sabrina, drawing of the American yacht Mallory, etc.

RULES AND REGULATIONS.

Each member, on his election, shall pay the sum of forty dollars, which shall include his dues for the current year. If said sum is not paid within thirty-five days from the time of his election, such election to be null and void. Each subsequent annual payment shall be twenty-five dollars, and shall become due at the first general meeting in each year. Foreigners, members of Yacht Clubs in their own country, and not residing in the United States, shall be exempt from all payments except the first of forty dollars. Members who are absent from the United States for the whole fiscal year, commencing on the first Thursday of February, shall be exempt from their dues for such

LIST OF SCHOONERS BELONGING TO THE NEW YORK YACHT CLUB, 1866.

Name.	Owners.	Port.	Area in square feet.	Tonnage.	No. of crew.	Length of boat required.
Actsea.....	D. Sears, Jr.....	Boston.....	1,535.	98.	20	12 ft.
Alarm.....	A. C. Kingsland.....	New York.....	*	240.	*	12 ft.
Breeze.....	A. C. Kingsland, Jr.....	New York.....	658.2	25 7	9	10 ft.
Calypso.....	Jno. H. Bache.....	New York.....	1,694.	109.7	23	12 ft.
Dawn.....	G. Griswold.....	New York.....	811.2	41.8	11	10 ft.
Escort.....	J. A. H. Bell.....	New York.....	850.9	33.8	11	10 ft.
Fleetwing.....	Geo. A. Osgood.....	New York.....	2,205.7	206.1	23	12 ft.
Fleur-de-Lis.....	F. L. G. d'Hauteville.....	Boston.....	1,429.3	95.5	18	12 ft.
Halcyon.....	J. M. Hubbard.....	New York.....	*	130.	*	12 ft.
Haze.....	{ J. Van Schalk..... } { and J. E. Develin..... }	New York.....	1,882.6	91.1	18	12 ft.
Henrietta.....	J. G. Bennett, Jr.....	New York.....	2,233.	205.4	23	12 ft.
Idler.....	Thos. C. Durant.....	New York.....	1,934.6	183.5	25	12 ft.
Josephine.....	Daniel Develin.....	New York.....	1,935.	143.	25	12 ft.
Julia.....	Crawford Allen, Jr.....	Providence, R. I.	1,432.2	85.3	18	12 ft.
Juliet.....	Franklin Gibbs.....	Boston.....	1,401.9	87.6	18	12 ft.
Juniata.....	Jno. W. Grigg.....	Philadelphia.....	1,393.	81.9	18	12 ft.
L'Hirondelle.....	S. D. Bradford, Jr.....	New York.....	2,662.4	262.8	84	12 ft.
Magic.....	W. H. McVickar.....	New York.....	1,670.	112.5	21	12 ft.
Maria.....	E. A. Stevens.....	Hoboken, N. J.	3,068.6	231.4	39	12 ft.
Nettle.....	D. H. Follett.....	Boston.....	1,540.7	109.9	20	12 ft.
Palmer.....	R. F. Loper.....	Stonington.....	2,271.9	194.2	30	12 ft.
Phantom.....	H. G. Stebbins.....	New York.....	*	*	*	12 ft.
Rambler.....	{ H. S. Fearing..... } { F. Skiddy, Jr..... } { S. Sandy..... }	New York.....	1,791.3	164.	23	12 ft.
Restless.....	W. R. Travers.....	New York.....	1,478.6	95.	19	12 ft.
Sea Drift.....	A. Major.....	New York.....	1,204.	64.	16	12 ft.
Silvie.....	E. Dodge.....	New York.....	1,807.	106.2	23	12 ft.
Vesta.....	P. Lorillard.....	New York.....	2,512.5	201.	32	12 ft.
Widgeon.....	F. Osgood.....	New York.....	1,616.	105.9	21	12 ft.
Zinga.....	W. H. Thomas.....	New York.....	2,181.6	186.1	28	12 ft.

LIST OF SLOOPS BELONGING TO THE NEW YORK YACHT CLUB, 1866.

Name.	Owners.	Port.	Area in square feet.	Tonnage.	No. of crew.	Length of boat required.
Annie.....	Jno. Heard.....	Ipswich, Mass.....	805.4	26.9	9	10 ft.
Bonita.....	R. Center.....	New York.....	1,041.2	52.5	11	12 ft.
Sallie E. Day.....	N. B. Palmer.....	Stonington.....	641.2	32.5	7	10 ft.
Dream.....	H. Center.....	New York.....	685.5	28.6	7	10 ft.
Eva.....	Geo. L. Lorillard.....	New York.....	1,561.8	81.2	16	12 ft.
Geraldine.....	Jno. S. Dickerson.....	New York.....	1,277.5	66.	13	12 ft.
Haswell.....	Henry Butler.....	Pawtuxet, R. I.....	920.	38.6	10	10 ft.
Jessie.....	E. A. Lawrence.....	Flushing, L. I.....	*	*	*	10 ft.
Kate.....	Chas. H. Mallory.....	Mystic Bridge.....	884.3	33.1	9	10 ft.
Narragansett.....	F. G. Dexter.....	Boston.....	740.6	30.2	8	10 ft.
White Wing.....	Lloyd Phoenix.....	New York.....	1,004.4	53.1	11	12 ft.
Wave (steamer).....	W. M. B. Hartley.....	New York.....	100.	*	*	*

* Not measured.

year, provided they give notice of their absence to the Secretary.

No yacht shall be represented unless she has been launched, and a certificate signed by the Measurer, filed with the Secretary, specifying her tonnage and rig; and no representation shall be admitted upon any yacht smaller than twenty-five tons, old measurement, and no other than full-decked vessels, reasonable cock-pits excepted, nor upon any yacht which shall have been out of commission for two consecutive years.

No yacht shall be represented in the Club, unless by her design and construction she is well suited to accompany the Squadron on a cruise; and the Measurer shall withhold his certificate from any yacht which may not, in his opinion, be suited to meet this requirement. The owner of the yacht, however, may appeal from such decision to the Club; and if the appeal be sustained, the Measurer will then furnish the necessary certificate.

The distinguishing signal of the Club shall be a pointed burgee, its width being two-thirds of its length; the device, a white five-pointed star in the centre of two red stripes, they being in width one-fifth of that of the signal, one running lengthwise through it in the middle, the other running crosswise through it at one-third the length of the signal from its head—all on a blue field.

The Commodore, when afloat, will wear a broad pendant, with a foul anchor encircled by thirteen five-pointed stars in white, on a blue field. The Vice-Commodore will wear a broad pendant, with a similar device on a red field; and the Rear-Commodore will wear a broad pendant, with a similar device, in red, on a white field.

There shall be an annual regatta, to commence between the first and the fifteenth days of June—the course to be about forty miles.

The model of every yacht entered for a regatta shall be the property of the Club, and retained in its possession; and no person other than a United States naval constructor shall be

permitted to copy it, except he shall have obtained written authority from the owner or builder of the yacht.

CHARTER OF THE CLUB.

At the session of the Legislature of 1865, this Club was incorporated. The act reads as follows :

"SECTION 1. Edwin A. Stevens, Ambrose C. Kingsland, Alexander Major, Robert S. Hone, William H. McVickar, Anson Livingston, Hamilton Morton, and such other persons as are now associated as a yacht club in the City of New York, or may hereafter become associated with them, are hereby constituted a body corporate by the name of the 'New York Yacht Club,' to be located in the City of New York, for the purpose of encouraging yacht-building and naval architecture, and the cultivation of naval science.

"SEC. 2. The said corporation shall have power to make and adopt a constitution, by-laws, rules and regulations for the admission and government of its members, as well as for their suspension and expulsion, for the election of its officers and defining their duties, and for the safe-keeping, management, and disposition of its property and funds. It may also, from time to time, alter or repeal such constitution, by-laws, rules and regulations.

"SEC. 3. The trustees of said corporation shall consist of all the members of the Club who are, or shall be, for the time being, owners of yachts duly enrolled or entered on the records of the Club, and shall continue to be trustees so long as said members are the owners of such yachts.

"SEC. 4. For the transaction of the business of the corporation the owners of seven yachts, duly enrolled or entered on the records of the Club, shall constitute a quorum; and every decision of a majority of said owners duly assembled as a board or meeting for the transaction of business, shall be valid as a corporate act, unless otherwise provided in the constitution or by-laws.

"SEC. 5. The said corporation may purchase and hold or lease

any real or personal estate; but the value of the real estate so held, or to be held by it, shall not exceed one hundred thousand dollars.

"SEC. 6. The said corporation shall also possess the powers and be subject to the restrictions and liabilities contained in the third title of the eighteenth chapter of the first part of the Revised Statutes.

"SEC. 7. This act shall take effect immediately."

HONORARY MEMBERS OF THE NEW YORK YACHT CLUB, 1866.

The SECRETARY OF THE NAVY of the United States, *Ex Officio*.

The ADMIRAL of the New York Station, *Ex Officio*.

The COMMANDER of the Navy Yard at Brooklyn, *Ex Officio*.

SILAS S. STRINGHAM, Rear-Admiral, U.S.N.

C. H. DAVIS, Rear-Admiral, U.S.N.

JAMES GLYNN, Capt. U.S.N.

LAWRENCE KEARNEY, Capt. U.S.N.

HIS ROYAL HIGHNESS, THE PRINCE OF WALES.

The EARL OF MOUNT CHARLES, Great Britain.

LORD DUFFERIN, Great Britain.

R. W. HILLAS, Vice-Commodore Royal Western Yacht Club of Ireland.

J. O'CONNELL, Rear-Commodore Royal Western Yacht Club of Ireland.

HUGH TENNANT, Esq., Great Britain.

ANDREW ARCEDECKNE, Commodore Royal Harwich Yacht Club.

GEORGE B. ROLLINS, Esq., Glenwood, Iowa.

The COMMODORE Royal London Yacht Club, *Ex Officio*.

The VICE-COMMODORE do. do. do.

The REAR-COMMODORE do. do. do.

The SECRETARY do. do. do.

The COMMODORE Royal Harwich do. do.

The VICE-COMMODORE do. do. do.

The REAR-COMMODORE do. do. do.

The SECRETARY do. do. do.

THE SCHOONER-YACHT AMERICA.

The triumphs of the famous yacht America over the entire yachting fleet of Great Britain, in 1851, gave a glory and impetus to the pastime in this country which is felt to this day. She was built in the city of New York, by that great naval architect the late George Steers, for Commodore John C. Stevens.

She arrived at Cowes in July, when her commander immediately offered to sail her against any vessel of similar construction in the world, for any sum from one to fifty thousand dollars. Public attention was instantly attracted to the "bold Yankee," and she was visited by thousands from all parts of England. Still the challenge was not accepted. On the 18th there was a race of seventeen yachts, including some of the fastest in the kingdom, the prize being a cup every year awarded by the Queen; and, on the present occasion, open to the competition of the world. The America was entered, and won so easily as to excite the wonderment of the whole country. On the 25th another race of the squadron took place, but the wind being light, the America did not formally engage. After the last vessel of the squadron had been under way sixty-five minutes, however, she hoisted sail and followed. The course was around the Isle of Wight, and she came in only ten minutes behind the winner. The offer of Mr. Stevens being still open, it was then accepted by the late Robert Stephenson, the distinguished English engineer, the owner of the Titania, then reckoned the fastest yacht in the British fleet. The race came off on the 28th of August. The wind was fresh, and the course forty miles out and back. The Earl of Wilton was the umpire. Heavy bets were pending, and it was supposed that the America would have no chance against such a crack craft as her rival; but again she startled the nation by leaving her competitor a long distance in the rear. She was shortly after purchased by Lord de Blaquiere; but, owing to lack of knowledge as to the proper method of sailing our yachts, her new owners were far from being as successful

with her as when she sailed under the "Yankee flag." The advent and triumphs of the *America* in English waters completely revolutionized the yachting system of the "fast-anchored isle." She was a novelty as well as a success; and the result was that a wholesale reformation commenced, which has brought the art of yacht-building and yacht-sailing in England to a higher degree of perfection than it ever before attained. The ancient bluff bows were exchanged for the sharp bow and clear run of the *America*; an impulse was given to the sport all over the world; and a large number of yachts, mostly on the American model, were added to those already in existence. Within two years after her appearance no less than eighty-five yachts were lengthened at the bows, or, as it is termed in England, "Americanized" after they were built.

The *America's* main peculiarities were a long, sharp bow, a width which was greatest two-thirds of the length from her stern, and sails which, in American hands, were always trimmed quite flat. The object attained was, first, greater speed with the same tonnage and canvas; second, greater stability in the vessel—that is, an increased hold upon the water; third, greater evenness and equality of motion; fourth, greater powers of endurance in rough weather; and fifth, a steadiness of motion which enabled her in sailing to keep close to the wind, and lose but little leeway.

Lord de Blaquiere sold her to Lord Templetown, who in turn sold her to the Messrs. Pritchard, ship-builders at Northfleet, on the Thames, two miles above Gravesend. Lord Templetown sank the yacht by accident near the yard of the Messrs. Pritchard, and it was only after she had lain in that condition for some time that she was bought by these gentlemen, who raised and repaired her. More than half of her timbers were found to be rotten, and she had to be nearly rebuilt. The *America* was for a long period lost sight of upon this side of the Atlantic, until she reappeared in the following manner. She was found scuttled in one of the little inlets on the coast of Florida, during the late civil war, and taken possession of by our naval forces, having

been engaged in blockade-running. She is now a government vessel in the United States naval school service, as a tender to the frigate Sabine, and can be seen at any time in New London harbor, Connecticut, with the "Stars and Stripes," upon which her glorious sailing qualities shed so much lustre, flying at the fore.

The cup won by the America at Cowes, in 1851, was in 1857 presented by the former owners of that yacht to the New York Yacht Club, with the annexed letter and conditions :

"This cup was offered as a prize to be sailed for by yachts of all nations, without regard to difference of tonnage, going round the Isle of Wight, the usual course of the annual regatta of the Royal Yacht Squadron, and was won by the America, beating eight cutter and seven schooner yachts which started in the race. The cup is offered to the club, under the following conditions :

"Any organized yacht-club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this cup with any yacht or vessel of not less than thirty or more than three hundred tons measure by the Custom-House rule of the country to which the vessel belongs. The parties desiring to sail for the cup may make any match with the yacht-club in possession of the same that may be determined by mutual consent ; but in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht-club in possession of the cup, and subject to its rules and sailing regulations, the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in the match, and that the condition of keeping it open to be sailed for by the yacht-clubs of all foreign countries on the terms above laid down shall for ever attach to it, thus making it a perpetual challenge cup for friendly competition between foreign countries."

CRUISE OF THE YACHT SILVIE.

In July, 1853, the yacht *Silvie*, belonging to Mr. Depau of New York, left this port for Cowes, England, to test her sailing qualities with the yachts of that country. She sailed in only one race, on which occasion she was defeated by a few feet, by the *Julia*, in a contest which could only be called a drifting match from the total lack of wind. The *Silvie*, although now a schooner, was launched and crossed the Atlantic sloop-rigged. She was a centre-board, of one hundred and six tons; her mast was eighty-two feet long, her boom seventy-two feet; from the end of the bowsprit to the mast was fifty feet, and the jib-boom was eighteen feet out. The length of her deck was eighty feet; beam, twenty-four feet six inches; depth, seven feet; and draught of water six and a half feet aft, and three and a half feet forward. She cost twenty thousand dollars.

"TO THE MEMBERS OF THE NEW YORK YACHT CLUB:

"Having been repeatedly asked since my return to America to give some account of the race of the yacht *Silvie* in England, I deferred doing so until her return to this country, and now lay before the New York Yacht Club and the public a description of the race and my ideas on the subject.

"I arrived off Cowes in the *Silvie*, August 8, 1853, and received the following note:—

"HOUSE, COWES, August 8, 1853.

"SIR:—I am desired by the Royal Yacht Squadron Committee to present their compliments to you, and to convey the offer of the Royal Yacht Squadron House during your sojourn at Cowes in the *Silvie*.

"I remain, Sir,

"Your most obedient servant,

"W.C. BROWNE, Secretary.

"S. A. DEPAU, Esq.'

"The usual civilities were extended to me, and nothing further

transpired until the day of the race, Friday the 19th August, when I received the following communication at half-past ten o'clock :

“ ‘ Royal Yacht Squadron Cup.—Signal to prepare : First gun will be fired five minutes before time of starting, and preparative flag hoisted ; when second gun is fired, preparative flag will be hauled down for yachts to start at 11 A.M. Yachts to proceed to the eastward towards the Nab light-ship, leaving the Norman land buoy and the light-ship on the starboard hand ; thence to proceed round the steamboat, leaving her on the starboard hand, and to return between the Nab light-ship and the Island ; the first passing to the westward of the light-ship to win.

“ ‘ N.B.—The steamer will carry number 5, of the Royal Yacht Squadron, as a distinguishing flag.

“ ‘ W. C. BROWNE.’

“ The wind blowing fresh, the *Silvie* got under way as per above. For all the particulars of the race, I refer to the English papers. I will only add, that the wind lasted to the Nab light-ship ; hauled our sheets flat, and began the race to windward, heading in shore towards the Island for about two miles (close hauled), wind decreasing at every minute ; tacked off shore, being the first tack ; the wind became nearly calm, and continued the same to the end of the race. At this period, judging from the state of the wind and sea that it would be utterly impossible to sail the race, I determined to relinquish the contest ; but, at the solicitation of the English pilot, I allowed him to continue, and gave him the entire command of the yacht. The crew of the *Silvie* consisted of nine Americans, eight English sailors, and an English pilot—the same that piloted the *America* in the race the previous year. I am indebted to him for winning the second cup ; and to this day, under the circumstances, I cannot imagine how he succeeded.

“ The *Julia* is about half the size of the *Silvie* ; sharp build, and little beam ; sails very light canvas, which filled at the lightest air.

The *Silvie* is sharp, flat, great beam, sails heavy cotton duck No. 2, as thick as a board; a good sea being on, had not wind enough to steady her, and every roll of the sea flapped even the little wind she had out of her sails. All the boats approaching the tonnage, and twice the tonnage of the *Silvie*, were nowhere. Among the number was Mr. Weld's champion yacht *Alarm*, which boat the Royal Yacht Squadron Committee exclude this year from the competition from the squadron cups (except in a race allowing time for tonnage)—*vide Bell's Life in London*, July 27, 1856.

"A few days after the race I received a visit from Mr. Fountaine, of the Royal Yacht Squadron. I said that I had come from America to test the speed of the *Sylvie* with the English yachts; was not satisfied with the trial had, owing to the light wind on the day of the race; that I considered it a drifting match, and therefore was not entitled to a cup, but would not refuse it for fear of wounding the feelings of the gentlemen of the Royal Yacht Squadron, to whom I was indebted for much politeness. Being a stranger in the country, I preferred, instead of addressing a letter to the Committee of the Royal Yacht Squadron, making known my views through Mr. Fountaine, who kindly offered to assist me. I proposed as follows:

"1st. That the cup awarded to the yacht *Silvie* should be sailed for by all the yachts in the Royal Yacht Squadron, or of any other yacht squadron in England, the *Silvie* to remain at anchor; or if the committee desired, she would enter for the race with the understanding that the distance must be performed by the winning vessel in a certain number of hours, according to the distance to be sailed over—in order thus to determine that the race was sailed with a good breeze.

"2d. The *Silvie* would sail any yacht in the Royal Yacht Squadron a round race, one half distance to windward, for any reasonable amount of money, according to above rule concerning time.

"3d. The *Silvie* would sail any yacht for the honor of the American flag.

"I received in reply the following:

"HOUSE, COWES, August 21, 1853.

"DEAR SIR:—Mr. Fountaine gave me your message yesterday afternoon, after leaving your yacht. I duly informed the sailing committee, whose official reply I inclose, to set the matter at rest.

Yours very truly,

"W. C. BROWNE.

"L. DEPAU, Esq.'

"HOUSE, COWES, August 21, 1853.

"SIR:—I am directed by the sailing committee of the Royal Yacht Squadron to inform you they have already decided to present you with a cup, value fifty pounds, as the winner of the second prize on the 19th ultimo, as soon as one can be approved of.

"I remain, sir,

"Your obedient servant,

"W. C. BROWNE, *Secretary*.

"L. DEPAU, Esq., Silvie, N. Y. Yacht Club.'

"HOUSE, COWES, August 27, 1853.

"DEAR SIR:—I have the pleasure of sending to you the cup presented to you as winner of second prize on Friday, the 19th of August. Be good enough to acknowledge receipt of same by bearer.

Yours very truly,

"W. C. BROWNE.

"LOUIS A. DEPAU, Esq.'

"YACHT SILVIE, August 27, 1853.

"DEAR SIR:—I acknowledge the receipt of cup presented to me as winner of second prize on Friday, August 19th. Allow me at the same time to thank you as well as the other gentlemen of the Royal Yacht Squadron, for your and their polite treatment towards me during my short visit at Cowes.

"Yours very truly,

"LOUIS A. DEPAU.

"W. C. BROWNE, Secretary R. Y. S.—House, Cowes.'

"I remained off Cowes some time after receiving the above notes, being under the impression that the sailing committee of

the Royal Yacht Squadron might reconsider my propositions ; but receiving no further correspondence from them, I set sail for Russia.

"I forgot to mention that I had a roundabout proposition from, I believe, the son of Mr. Weld, of the yacht *Alarm*, to this effect: He said his father would sail the *Alarm* three distinct races for fifty pounds each. 1st. Dead to 'windward.' 2d. Wind 'abeam.' 3d. Dead before the wind. I must confess this mode of sailing was so novel to me that I did not entertain it for a moment, and passed to some other conversation. I mention this circumstance that I may not be contradicted in any of the facts that I note.

"I will merely add, that if any gentleman of the Royal Yacht Squadron (or of any squadron in the world) should come to this country on a tour of pleasure, or to test the sailing qualities of his vessel, the New York Yacht Club will give him a hearty welcome, and as many trials of speed as he may require.

"I must conclude by saying that during my stay in England with the *Silvie*, I acted according to the best of my judgment; and if I erred, I beg the members of the New York Yacht Club, to whom this is addressed, to be lenient; to remember that I was alone without a single adviser, and had not any of the advantages of our good Commodore of the *America*, who was surrounded by gentlemen *au fait* in such matters.

"I have at least proved to the English that a centre-board boat is a sea-boat.

"The *Silvie* crossed the Atlantic in sixteen and a half days, and returned in thirty-five, beating all the packets which sailed in company with her (our packets are considered no slouchers), though she carried away her bowsprit and main-boom, and was thus obliged to shorten sail.

"She is now in good order, and looks as well as when she arrived off Cowes, more than three years ago.

"Yours respectfully,

"LOUIS A. DEPAU.

"NEW YORK, August 10, 1856."

YACHT RACE AROUND LONG ISLAND.

In the summer of 1858 the owners of the schooners *Haze*, *Silvie*, and *Favorita*, and the sloops *Rebecca*, *Madgie*, *Una*, and *Minnie*, made up a sweepstakes of eight hundred dollars for an ocean race around Long Island, the start to take place from off the Club-House, at the Elysian Fields, making a distance of two hundred and fifty miles. The *Rebecca* came in ahead; but in consequence of a misunderstanding in the course sailed by her, the sloop-prize was awarded to the *Minnie*. The schooner-prize was won by the *Silvie*.

MATCH RACE BETWEEN THE GIPSEY, ZINGA, AND FAVORITA.

The following yachts rendezvoused off City Island in the beginning of October, 1859: Schooners *Widgeon*, *Edgar*, *Juliet*, *Le Roy*, *Gipsey*, *Spencer*, *Favorita*, *Kingsland*, *Zinga*, *Thomas*; and sloops *Rebecca*, *Bennett*, *Alpha*, *Morris*, *Ray*, and *Rutherford*. On Thursday, October 6, a match race was arranged between the *Zinga*, *Favorita*, and *Gipsey*. The yachts got under weigh at eleven o'clock A.M.

The wind was blowing very fresh from the northward, and it was determined to make a running start—the starting point to be reached when the tree at the southerly point of Hart's Island should shut in Desbrosses Hunter's House; the yachts were thence to proceed to the buoy off Eaton's Neck, and round the buoy and return.

The *Gipsey* carried her full jib and a single reef in fore and mainsail. The *Favorita* had the same canvas, which was evidently too much for her. The *Zinga* had double-reefed mainsail, single-reefed foresail, and the bonnet off her jib. The wind from the start continued to freshen, and occasionally howled in a manner not particularly gratifying to weak nerves or frail spars. The *Gipsey* passed the buoy off Matinicoek at 11.26 o'clock, and Lloyd's Neck buoy at 12.3 o'clock. Previous to this, however, the *Favorita*, staggering along under too much canvas, wrung her rudder-head, and was compelled to return.

The Zinga, meanwhile, was losing ground, and veering and yawing; while the Gipseý, like a strong bird with "mighty pinions," made a straight course for Eaton's Neck. They rounded the buoy thus:

	H.	M.	S.
Gipseý	12	22	35
Zinga	12	31	00

The two competitors were now close-hauled, and making a stretch across the Sound to the north'ard-east'ard—with the wind still freshening, and now and then a squall making everything howl. The Zinga now stowed her foresail and made the rest of the race under double-reefed mainsail, and bonnet off her jib. The yachts both stretched across the Sound about five miles, when they tacked and stood for the starting-point; the wind blowing furiously off every passing bay.

The Gipseý, under the same sail with which she started, again made the starting-point at two hours, fifty-eight minutes, forty-five seconds; time made being four hours, eight minutes, and thirty seconds—distance run forty-seven miles.

The Zinga arrived thirty-two minutes and forty seconds later; deducting from this the two minutes and twenty seconds start of the Gipseý, the Zinga was beaten by the Gipseý thirty minutes and twenty seconds.

In this connexion it will not be out of place to give the following record of the Gipseý:

She was built in 1857, in this city, by Van Deusen Brothers. She left New York on the 3d of July, 1863, for Europe, her owner, Mr. A. W. Morse, of this city, crossing the Atlantic in her. It was expected she would join in the race for the Commodore's cup of the Royal Victoria Yacht Club, which came off between Ryde and Cherbourg, France, on the 17th of August, 1863; but in consequence of some accident to her head-gear, encountered on the passage, she did not enter the lists. The Gipseý reached Cowes on the 23d of July, making the passage in twenty days, including a stoppage of five days at Queenstown.

Shortly after her arrival in England her owner came to the resolution of disposing of the yacht. She was purchased by Mr. Mather, of Newcastle-on-Tyne, a member of the R. W. Yacht Club of Ireland.

STEAM-YACHT NORTH STAR.

The North Star was a steam-yacht of the largest size, built expressly for her owner, Commodore Vanderbilt, to make a pleasure voyage to European waters; and combined all the requisites to insure comfort and safety which outlay could secure. She left New York in May, 1853, having on board a family party, consisting of Commodore Vanderbilt, his wife, eighteen of his sons and sons-in-law, and daughters and daughters-in-law, besides his family physician and clergyman, with their ladies; and after a pleasant run across the Atlantic, touched first at Southampton; from thence the party proceeded to London, Liverpool, Rome, Naples, Leghorn, Florence, Copenhagen, Cronstadt, St. Petersburg, Gibraltar, visiting, in fact, nearly all the prominent seaports of the Continent, and many of the interior cities. The presence of a private citizen of the United States on such a magnificent pleasure-jaut, attended by all the surroundings of royal splendor, naturally excited wonderment wherever he went, and throughout the trip the tourists were the recipients of bountiful hospitality. After spending three months in this agreeable manner, the Commodore turned his adventurous prow homeward, dropped anchor on the 27th of September in New York bay, and shortly after had the satisfaction of seeing a record of the events of his pleasant journey perpetuated in a volume published by his pastor.

THE YACHT WANDERER.

This name is already familiar to the majority of our readers in connexion with a romantic career. She was launched at Setauket, L. I., in June, 1857, for J. D. Johnson, Esq., of this city, and cost \$25,000. She is the largest yacht ever built in this country, being two hundred and forty-three tons mea-

surement, and of the following dimensions :—Keel, ninety-five feet; depth of hold, ten feet; beam, twenty-six feet. Though belonging to the New York Yacht Club, she was never entered in a race, from the fact that with her measurement and canvas she would have had to give too much time to the other boats.

Interiorly her accommodations were of the most costly and luxurious character, her cabin presenting the appearance of a magnificently furnished parlor; while outside, when employed for the purposes of pleasure, everything was as taut, tidy, and ship-shaped as the daintiest yachtsman could desire. During the ensuing winter, the owner, with a party of gentlemen, started upon a cruise to the West Indies, Havana, New Orleans, and other Southern ports, where they were hospitably received and entertained. Soon after this she was disposed of for the sum of \$12,000 to Captain William C. Corrie, and then became suddenly famous by her adventures in the slave-trade, in which, through the cunning of her Yankee skipper and her own fleetness, she was partially successful. She was shortly taken, however, by the United States.

When the character of the *Wanderer* became known, the New York Yacht Club passed the following resolution :

“Whereas, the fact is officially stated that a cargo of upwards of three hundred negroes from the coast of Africa has been landed in Georgia from the *Wanderer*; and whereas the vessel thus designated is comprised in the list of yachts forming the New York Yacht squadron: it is unanimously resolved that the name of the yacht *Wanderer* be erased from the list, and that William C. Corrie, proprietor of said yacht and member of this Club, primarily for his deliberate violation of the laws of the United States, but more especially from his being engaged in a traffic repugnant to humanity and to the moral sense of the members of this association, be, and he hereby is, expelled from the New York Yacht Club.”

SCHOONER-YACHT EDITH.

This is another American yacht, belonging to the New York Yacht Club, which has found its way a long distance from home. Built in the vicinity of Boston, she was used for a time by her owner, Mr. R. B. Forbes, as a pleasure-boat; but in April, 1859, was sold as a pilot-boat to parties in Buenos Ayres, and made the passage from Boston to Montevideo in forty-seven days, the mainmast having gone by the board on the way. It is an interesting fact in connexion with this craft, that the flag of the Club was carried by her further in the upper waters of the Uruguay and the Rio Negro than the American flag had before been. She is probably the first boat of the squadron that has visited the southern hemisphere.

JULIA *vs.* REBECCA.

The match race between these celebrated yachts was sailed on Thursday, August 2, 1860, from off Sandy Hook. It resulted in favor of the Julia. She is a first-class sloop-rigged yacht of eighty-three tons.

Built by George Steers, she is a fitting emblem of his skill, genius, and infinite talent as a naval architect. For several successive years she won the first prize in the annual regattas of the New York Yacht Club, until her entry for the race came to be regarded as but another title for the award of the highest prize. The Julia was owned by J. M. Waterbury.

The Rebecca justly ranks as one of the very fastest yachts in the country. She was constructed by those famous shipbuilders, the Messrs. Westervelt, who are noted the world over for the beauty of their packet, clipper, and pilot-boat models. She is a first-class sloop of seventy-eight tons, and was the property of James G. Bennett, Jr.

The steamboat Jacob Bell, which had been chartered by a party of gentlemen, members of the New York Yacht Club, started from the barge office at Whitehall about nine o'clock in

the forenoon, and arrived off Sandy Hook about half-past ten o'clock.

On arrival they found the Julia, Rebecca, Haze, and Restless, standing off and waiting for a breeze, but in vain. As the race was not to take place with less than a six-knot breeze, the prospect was fair that all would be disappointed in seeing it.

About four o'clock a breeze sprang up, and Messrs. Waterbury and Bennett agreed to start. The conditions were to sail twenty miles to windward of Sandy Hook.

The Jacob Bell took the yachts in tow; and having got a good start, the lines were loosed at a signal, and, hoisting their jibs, they sped off on opposite tacks before a south-south-east wind, while the steamboat went ahead.

After sailing four minutes the yachts were at liberty to sail as they pleased. The Julia tacked to the eastward, the Rebecca to the southward. On the first tack the Julia took the lead, and increased the distance between herself and competitor at every tack.

The advantage was so evidently with the Julia from the start, that there was little or no excitement; every one appearing to regard the result as a foregone conclusion.

The Jacob Bell ran the prescribed twenty miles to windward, and then stopped. At 7.20 P.M., after six tacks, the Julia passed round her bows, amid much cheering. Fifteen minutes later, the Rebecca went by.

The judges, Messrs. W. B. Duncan and L. M. Rutherford, decided that the Julia had beaten the Rebecca by a quarter of an hour.

The prize sailed for by the Rebecca and Julia was a piece of plate valued at \$250.

The Julia was in the skilful hands of Capt. Dick Brown, the person who sailed the celebrated yacht America when she beat the combined British Squadron at Cowes. The Rebecca was also well managed by Capt. Luke Rustan, who is admitted to be one of the best and most experienced sailing-masters in our waters.

JOSEPHINE *vs.* MAGIC.

On Monday, June 19, 1865, these well known schooner-yachts, belonging to the New York Yacht Club, sailed a match race for one thousand dollars, "play or pay." The course was from the buoy off Sandy Hook, fifteen miles to windward and back, making it a race of thirty miles. A number of the yachts of the squadron, and one or two steamers, all well filled with spectators, had gathered off the Hook to witness the trial. At 11.55 A. M., the start was made from the buoy, a six-knot breeze blowing. Shortly after starting, the Magic took the lead, and maintained it over the course, returning to the starting-point at four o'clock and eleven minutes P.M. The Josephine did not return until nearly six o'clock, and reported that she lost some two hours in a vain effort to find the outer stake, in the fog which arose during the race. The Magic is of one hundred and twelve tons, and is owned by Commodore William H. McVickar. The Josephine is of one hundred and forty-three tons, and is owned by Mr. Daniel Devlin.

FLEETWING *vs.* HENRIETTA.

If any one thing more than another has given a name to yachting in Great Britain, it is the bold and fearless spirit which prompts their yachtsmen to display their colors in the most distant harbors of the globe, and urges them to court dangers and toils from the pure love of grappling with them. As an illustration, let the reader peruse Ticknor & Fields' republication of Lord Dufferin's voyage to Iceland and Spitzbergen in the Foam; the Nancy Dawson's trip to the Arctic regions, and circumnavigation of the globe; and the voyage to Borneo and Celebes, of Sir James Brooke's yacht.

"In summer we find them in the neighborhood of St. Petersburg, or Kamschatka, or the North Sea; while in the winter they are voyaging about the Bay of Biscay, sailing along to Cadiz or Gibraltar; anchored by the side of some line-of-battle ship at Malta, or dancing in the wake of the Sultan's caique, as

she cleaves the waters of the Golden Horn. Others, still more adventurous, have crossed the ocean to the Cape of Good Hope; and one brave fellow astonished the Australians by appearing in Melbourne harbor in a small cutter-yacht of less than twenty tons. During the Crimean war many yachtsmen accompanied the English fleet to the Baltic, and remained several months. One of the most remarkable among these was Rev. R. E. Hughes, a brave English clergyman, who twice navigated a little craft of less than eight tons burden, called the *Pet*, across the tempestuous North Sea, through the shoals, quicksands, and rocks of the Baltic to the Gulf of Finland."

The contestants in this ocean match race were two of the finest vessels belonging to the New York Yacht Squadron, the schooners *Henrietta* and *Fleetwing*. The former is owned by Mr. James G. Bennett, Jr.; the latter by Mr. G. A. Osgood. The *Henrietta* is some two hundred and thirty tons measurement, and was built in New York in 1861. Dimensions: Length, one hundred and eight feet; beam, twenty-three feet; hold, ten feet. The crew of the *Henrietta* comprised twenty-eight men, including Captain Richard Brown, who took the yacht *America* to England; Benjamin Brown, his brother; Charles Brown, his son, and Captain Lyman Beebe—all experienced pilots—besides two quarter-masters.

The *Fleetwing* is a new and beautiful schooner, launched in 1865. Her builder, Mr. Joseph Van Dusen, is already known to fame as a builder of clipper-yachts, having turned out such specimen boats as the *Alarm*, *Gipsey*, and others. Her length on deck is one hundred and six feet; beam, nearly twenty-four feet; depth of hold about ten feet, and tonnage about two hundred tons. Her entrance is not so sharp, and she has nine inches less dead rise.

The *Fleetwing* is rigged in the same manner as the *Henrietta*, and her spars are the same. The crew comprised some twenty-five men. The yacht was sailed by Captain Harris, aided by Daniel Chapman, Nelson Comstock, and others.

The sailing regulations were as follows:

"It is agreed that the Henrietta and Fleetwing shall be towed out to the light-ship at Sandy Hook, and at a given signal, on the morning of Monday, the 11th day of September, 1865, shall cast off from the tug-boat, start on the race, proceed to the light-ship off Cape May, and sail around it, the Fleetwing showing blue, and the Henrietta red lights. On their return they will, on passing the Sandy Hook light-ship to the southward and eastward, throw up, the Fleetwing two rockets, and the Henrietta three, at intervals of one minute each, and hail the light-ship and report their arrival."

The competitors rendezvoused at the Horseshoe, just inside the Hook, the night previous, so as to be in time for an early start on the morrow. In addition to the steam-tug Only Son, the Henrietta and Fleetwing, the yachts Bonita, Calypso, Widgeon, and Phantom, of the New York Yacht Club, and one or two vessels of the Brooklyn Yacht Club, were grouped together in the Horseshoe; the little fleet quietly rocking at their anchors, forming a handsome nautical picture.

At early dawn, before five o'clock, all hands were at work on board the rival yachts preparing for the start. At six o'clock the Only Son, with the Henrietta and Fleetwing in tow, steamed away for the light-ship. At 7.43 A. M., September 11th, the proper position having been attained, at a signal from the tug, the hawsers of both yachts were cast loose from the steamboat, and the race began, with a light wind and foggy weather. The Henrietta took the lead at the outset, and kept it by a distance varying from one to two miles, up to 1.15 P. M., September 11th, when the Fleetwing passed her, and kept her lead to the termination of the race. The wind was dead ahead all the way to Cape May light-ship. The little fleet of yachts which had gathered at the Horseshoe prior to the start intended to accompany the contestants on the course; but the light wind prevailing, and the Fleetwing and Henrietta being towed for nearly two hours before they were cast off, prevented effectually any of them from performing escort duty or witnessing any portion of the race. At a quarter to 6 P. M., on Tuesday, there was a

fine eight-knot breeze blowing from south-west, at which time the *Henrietta* was two miles astern to leeward. During the night the weather was extremely foggy, and the yachts lost sight of each other. At 6 A. M., Wednesday, September 13, the day opened bright and clear, with light breeze; Barnegat two miles to windward; the *Henrietta* three miles astern to leeward. The *Fleetwing* gradually gained upon her opponent during the day, until at 5.55 in the afternoon she tacked to the eastward to weather Cape May light-ship, the *Henrietta* being then hull down astern, six miles distant. As soon as the *Fleetwing* rounded the light-ship she had a splendid breeze from N. E. by N.; made the distance from light-ship to Squan Beach, thirty miles, in three hours. At 5.30 A. M., the *Fleetwing* heading for Sandy Hook; Barnegat light bearing W. S. W.; *Henrietta* not in sight. At 9 A. M. the Highlands in sight, bearing N. by W., the *Fleetwing* heading for the light-ship at Sandy Hook, which she rounded at 11.55½ A. M., the *Henrietta* being fully fifteen miles astern. The latter rounded Sandy Hook light-ship to the south-east at 1.13 P. M.

The judges for the *Fleetwing* were Messrs. James Austen and L. R. Jerome, who were on board the *Henrietta*. For the *Henrietta*, Messrs. Henry Babcock and S. Knapp, who were on board the *Fleetwing*.

LOG OF THE FLEETWING KEPT BY CAPTAIN VAN DUSEN DURING
THE RACE.

Monday, 6.30 A. M.—Both vessels cast loose from the tug inside of Horseshoe, and bent their course for the ocean. 7.45 A. M.—*Fleetwing* half a mile from light-ship, heading S. S. E., wind S. S. W., about one knot breeze, the *Henrietta* letting go of the tug to windward of *Fleetwing*. 9.09 A. M.—*Fleetwing* drops the *Henrietta* about six lengths astern to the leeward. 10 A. M.—Not a breath of air; the wind hauling around, brings the *Henrietta* about fifty rods to windward of *Fleetwing*. 10.15 A. M.—A small puff of wind, and the fog shuts in the *Henrietta* from sight.

10.25 A.M.—We see the Henrietta through the fog, standing in an opposite tack, heading W. S. W.; Fleetwing tacks. 10.35 A.M.—A three-knot breeze; the crew of the Fleetwing in good spirits, and confident of success; the Henrietta half a mile ahead, and standing S. W. 11.08 A.M.—The Henrietta crosses the bow of Fleetwing on opposite tack. 11.14 A.M.—Fleetwing tacks on the windward quarter of the Henrietta, about fifty rods off the quarter. 1.30 P.M.—Fleetwing tacks, heading S. W.; the Henrietta quarter of a mile astern to leeward, thirteen miles off shore. 4.10 P.M.—An eight-knot breeze; the Henrietta one mile and a half astern; the excitement increases in both vessels. 4.45 P.M.—Fleetwing tacks below Woodlands; Henrietta tacks about the same time, one mile to leeward. 5.45 P.M.—Fleetwing again tacking; Henrietta two miles to leeward, eight-knot breeze S. W. by W. 7.10 P.M.—Fleetwing again tacking. 8.22 P.M.—Barnegat lights six miles W. S. W. 10.30 P.M.—Fleetwing tacks in shore. 12.45 A.M.—Fleetwing tacked and stood off shore. 3.00 A.M. (Tuesday.)—Fleetwing tacks in shore; four-knot breeze; lost sight of Henrietta; both yachts heading to windward and tacking incessantly; very foggy during the night. 6.00 A.M.—Morning breaks bright and clear, light winds make the Henrietta three miles on her lee beam; make Little Egg Harbor thirty miles below Barnegat; Barnegat two miles to windward. 6.10 A.M. (Wednesday.)—Both boats tack off shore; wind S. W., breeze three knots. 6.30 A.M.—Standing in the same tacking, perfectly clear. 7 A.M.—Four knots westward and southerly, gradually increasing to six knots. 8.38 A.M.—Tacked in shore. 12.05 P.M.—Henrietta tacks off shore three miles to leeward. 12.15 P.M.—Fleetwing tacks off shore. 12.55 P.M.—Both yachts tack in shore, standing S. W.; four-knot breeze. 4.57 P.M.—Fleetwing tacked for Cape May lights, five miles distant; Henrietta six miles astern; four-knot breeze. 5.45 P.M.—Fleetwing tacked again from the light-ship. 5.55 P.M.—Tacked to the eastward to go around the light-ship. 6 P.M.—The Henrietta tacked from the light-ship, being at that time hull down astern of Fleetwing six miles. 6.4½ P.M.—Fleetwing rounding light-ship, homeward

bound, steering N. E. by N., after calculation ; Fleetwing was then making ten knots an hour ; made thirty knots in three hours from light-ship to Squan Beach. 7.30 P.M.—Light-ship twelve miles distant ; a little fog. Henrietta was to have burned three red rockets, but failed to do so on rounding light-ship. 8 P.M.—Nine-knot breeze. 8 P.M.—Made Absecom Light, bearing north. 10 P.M.—Wind five knots ; Barnegat lights in sight. 11.50 P.M.—Moonrise, beautiful light on waters, wind well on upper quarter. 4 A.M.—Two-knot breeze ; wing and wing ; wind hauling around square astern. 5.30 A.M.—Barnegat light bearing W. S. W. ; wind from E. N. E. ; Fleetwing making her course for Sandy Hook light, shut in fog-bank ; many vessels around in sight. 6 to 7 A.M. (Wednesday).—Four-knot breeze. 7.30 A.M.—Heading for Sandy Hook by the wind ; sail ahoy, supposed to be the Henrietta ; Sandy Hook thirty-two miles distant. 8.30 A.M.—Five-knot breeze ; fog all about ; sun breaking through fog-bank. 9 A.M.—Highlands in sight, bearing northward, half west ; bright sun ; five and a half knots by the wind, heading for the light-ship. 9.30 A.M.—Three knots ; very light wind ; heading off to the north-west of light-ship. 10 A.M.—Breeze gradually increasing to six knots ; fog from north-east and west. 10.30 A.M.—Very thick fog. 10.45 A.M.—Eight knots ; Henrietta fourteen miles astern. 10.50 A.M.—Made light-ship on weather bow ; fog uplifting ; abreast of Highlands, ten miles distant. 11.55½ A.M.—Rounded light-ship at Sandy Hook, the Henrietta being just discernible on the sun's disk in the glass, fifteen miles astern. The crew throw up their hats and cheer.

HENRIETTA vs. PALMER.

The match race between the schooner-yachts Palmer and Henrietta, for a piece of plate valued at five hundred dollars, commenced on Monday, October 16, 1865, and resulted in the Henrietta's winning the prize. The match, coming so soon after the celebrated trial of speed between the Fleetwing and Henrietta, caused a great deal of comment and interest among all friends and lovers of yachting pastime ; especially with those

who look beyond the river and harbor races which have been, until recently, too much in vogue with the owners of our American yachts.

The schooner N. B. Palmer is a splendidly modelled yacht of two hundred and six tons burthen, one hundred feet in length, twenty-five feet beam, and nine feet hold. The model of the Palmer was made at Mystic Bridge, Connecticut, by Mr. John A. Forsyth. She was built at the yard of Messrs. Brierly, Hillman & Stricker, Philadelphia; the Palmer was owned by Capt. R. F. Loper. She is named in compliment to Capt. Nat. B. Palmer, one of the most noted sea-captains of the American mercantile marine. The Henrietta is also one of the finest vessels devoted to yachting purposes ever launched in this country. She is well known to the aquatic public, having participated in many races, and is in every particular a first-class yacht.

The following is a copy of the official regulations governing the race :

"MATCH RACE BETWEEN THE YACHTS PALMER, CAPTAIN LOPER, AND HENRIETTA, CAPTAIN BENNETT, TO COME OFF OCTOBER 16, 1865, AT TWELVE O'CLOCK NOON.

"To start from the buoy off the point of Sandy Hook, to and around the light-ship off Cape May and back to the starting-point.

"To carry the following sails now on board the vessels belonging to them, and which are not to be altered in size :

"Palmer—Mainsail, foresail, jib, flying-jib, jib-topsail, main and fore gaff-topsails, two staysails, to be used alternately at pleasure (that is, when one is set the other must be stowed); one main-boom watersail, one squaresail, one fly-by-night.

"Henrietta—Mainsail, foresail, jib, flying-jib, jib-topsail, fore-gaff-topsail, two main-gaff-sails, to be used alternately at pleasure (that is, when one is set the other must be stowed); one staysail, one squaresail, and a watersail on main-boom.

"In case of a heavy gale of wind, for the safety of the vessel (but not otherwise), the Henrietta has the privilege of using two

topsails with her jib; but no other sail but the jib to be set with the topsails, or with either of them.

"It is understood that either of the above-named sails may be carried in any position on board the vessels at the pleasure of the parties.

"It is agreed that each party shall appoint one person to go on board the other party's yacht during the race, who shall report in writing upon his return whether the yacht in which he sailed has or has not fulfilled all the conditions of the match.

"The yachts to be started by the Commodore of the New York Yacht Squadron, or by some person appointed by him.

"After starting, floors and bulkheads to be kept standing.

"No ballast to be put in within five days of the day of sailing, and the yachts to bring in all the ballast with which they started.

"Boat, chains, anchors, spars, sails, and rigging, to be shifted at pleasure.

"But one boat to be carried by each yacht.

"R. F. LOPER,

"J. G. BENNETT, JR.

"HOLMES' HOLE, August 13, 1865."

Monday morning, October 16th, broke bright and clear, but it blew "great guns" from the north-east from sunrise to sunset. Off the Battery, the waters of the inner bay presented a grand appearance, with their white-capped waves in rude commotion gently rocking the numerous vessels sailing about and at anchor. "Old salts" shook their heads, and predicted no race for the yachting sailors to-day, saying, if it blew so inside, what must it be outside, in a twelve-knot nor'wester, where the "blustering railer" had everything his own way. Notwithstanding these dismal forebodings, the amateur blue-jackets had no idea of postponing the affair; on the contrary, the harder "Old Boreas" puffed away the more resolved were the contestants to have it out. Accordingly, at about seven o'clock in the morning, the Henrietta left her moorings at Pike street, East River, arriving at Sandy Hook, after an extremely lively sail, at a few minutes after ten o'clock. The Palmer left her dock at Hoboken at ten

A.M., and arrived off the Horseshoe at the Hook at half-past eleven, thus making the run of twenty miles in an hour and a half, with only a single jib spread. On her way to the rendezvous she passed the steam-tug Virginia Seymour, which had been chartered by Captain Loper, as if the latter craft was at anchor.

In consequence of the heavy weather, it was impossible for either the Henrietta or the Palmer to anchor inside the Hook. The same reason also prevented the Maria, Alarm, Fleetwing, Rambler, Phantom, Hope, Annie, Josephine, and Magic, who were to accompany the contestant from leaving their anchorage inside the Horseshoe. Owing to the severity of the weather a total change had to be made in regard to the judges of the race; one intended for the Palmer being on the Henrietta, and the judge for the latter being on board the Palmer. The Maria not being able to leave her moorings, the mode of starting was also of necessity altered. Captain Loper hereupon hailed the Henrietta, and notified Captain Bennett that he would be perfectly satisfied with any arrangement he might make regarding either the matter of judges or the start. Captain Loper asked Mr. Bennett to hail the rival yacht and make whatever arrangements he could with Captain Palmer.

Accordingly the Henrietta started towards the light-ship—the Palmer having gone beyond it—taking her course in a similar direction. At a quarter to twelve o'clock both yachts came nearly bow-and-bow opposite the light-ship, and the signal being given the race began. At the time of starting, each vessel had mainsail and jib flying, the wind blowing very strong from the north-west, a thirteen-knot breeze. Immediately after starting the Henrietta hoisted her foresail and flying-jib, the Palmer following her example. The Palmer at first seemed to lead off, which could be seen by the Henrietta crossing her stern, both being on the same tack.

The Virginia Seymour accompanied the yachts for about sixteen miles out to sea, and at twenty-five minutes past twelve hove to off Long Branch, New Jersey, to enable her passengers to take a parting look at the rivals.

At thirty-one minutes past twelve the Palmer passed the tug with reefed foresail and topsail jib free and full. A minute later the Henrietta passed, all sails free and apparently gaining on her opponent, the distance between the two being about a quarter of a mile. The yachts had with them at this time an ebb tide of three knots, and were making unprecedented yachting time, as follows: Distance, sixteen miles. Time of the Palmer, forty-six minutes; the Henrietta, forty-seven minutes.

The two vessels kept their course down the coast to Cape May light, which the Henrietta passed at two and a half minutes past eight o'clock Monday evening; the Palmer making the same point at twenty minutes past eight, eight minutes astern of the Henrietta.

The Henrietta made the buoy off Sandy Hook at thirteen minutes past twelve o'clock on Tuesday, 17th; the Palmer reaching the buoy at thirty-four minutes past twelve o'clock, the Henrietta winning the race by twenty-one minutes. The two boats displayed magnificent sailing qualities, making the best time on record.

The following log of the race was kept on board of the Palmer, by Captain David Wilcox:

Monday, October 16, 11.45 A.M.—Started side by side from buoy at Sandy Hook; Palmer with reefed jib and foresail set. 12.05 P.M.—Highlands bearing west, six miles distant, Henrietta astern flying jib; wind N. N. W.; course south-half-west. 1.45 P.M.—Henrietta sets her main-topsail. 3 P.M.—Barnegat bearing north, Henrietta one mile and a half astern; course S. W. by W. 3.40 P.M.—Passed Pilot boat No. 4; Henrietta two miles astern. 4.40 P.M.—Set our main-topsail. 4.40 P.M.—Shook out our mainsail. 5.54 P.M.—Absecom bearing west. 6.45 P.M.—Henrietta three and a half miles astern. 7.15 P.M.—Reefs all out of sails; staysail set; tight wind. 8.15 P.M.—Henrietta passes the Palmer; wind very light, almost a calm; close to light-ship. 8.22 P.M.—Henrietta passes Cape May light-ship. 8.30 P.M.—The Palmer passes the light-ship eight minutes behind the Henrietta. 10.25 P.M.—Pass the Henrietta on

our way home ; wind ahead, N. E. 12, midnight. Wind N. W. : mainsail, foresail, and jib only set. 7 A.M., Tuesday.—Barnegat bearing west fourteen miles off shore. Spoke pilot-boat ; had not seen the Henrietta. 9.15 A.M.—Set fore and main gaff-top-sail and flying-jib. 11 A.M.—Made the Highlands. 12 M.—The light on Sandy Hook bearing west. 12.34 P.M.—Made the Sandy Hook buoy. The Henrietta was already coming in shore with a free wind before the Palmer arrived at the buoy.

SLOOP-YACHT EVA.

The beautiful sloop-yacht Eva was launched from the shipyard of Messrs. C. & R. Poillon, foot of Bridge street, Brooklyn, on the eighteenth of April, 1866. The Eva is owned by Mr. George L. Lorillard, and is attached to the New York Yacht Club. She is about seventy tons. Her dimensions are : Length of keel, sixty-four feet ; length on deck, seventy-two feet ; extreme beam, twenty-two feet ; depth of hold, six feet. She is built in the most substantial manner, her lines and general appearance resembling very much the famous sloop Annie. During the summer cruise of the New York Yacht Club this fine sloop had an opportunity to display her qualities. The fleet rendezvoused at New London, Connecticut, during Monday and Tuesday, August 13 and 14, 1866. A purse of two thousand dollars was made up for the winner of the race to Newport, R. I. The start was made at nine A.M., Wednesday, August 15. Passing North Dunpling light, about an hour's sail from New London, the sloop Eva led all her mates, followed by the White-wing and Bonita. The Halcyon led the schooners, followed closely by the Vesta, Phantom, and Palmer ; the others straggling. At the Mystic lighthouse the Eva still kept far in advance, the rest following in the same order in which they left New London ; the same at Watch Hill. The afternoon brought a long, weary calm, which finally gave way and suffered the yachts to make their way, with a head wind, to Newport, the first vessel reaching port about midnight, and the rest coming in several hours later. The Eva held her own, arriving

ahead of all competitors; and the Phantom and Halcyon had a contest as to priority among the schooners. Two or three of the yachts went ashore coming into the harbor, but were got off without difficulty.

WIDGEON *vs.* VESTA.

On Friday, August 17, 1866, a match race for one thousand dollars aside was sailed between the Vesta, Pierre Lorillard, Jr., owner, of New York, and the Widgeon, F. Osgood, owner, also of New York.

The start was to take place off Fort Adams in Newport harbor, thence to run down to and round the stake-boat anchored off the end of Block Island. The Vesta is the larger yacht of the two, and as the match was made subject to the rules of the New York Yacht Club, she was obliged to give the Widgeon time as an allowance for her inferior tonnage, which allowance of time amounted to seventeen minutes and forty seconds.

The two boats started from Fort Adams, the signal being given by three distinct whistles from the little steam-tender Jeannette. The yachts went out in fine style, the Widgeon taking the lead. Owing to the want of ballast in the latter boat, every one who looked on, from the way in which she keeled to leeward, expected to see her upset; and, in fact, those aboard were frequently of the same opinion. However, Captain Crandall, who was determined to win the race, carried all sail, and the commander of the Vesta did likewise.

The Vesta was under mainsail, foresail, two jibs, jib-topsail, and gaff-topsail and topmast staysail. The Widgeon had the same, with the addition of a fore-topsail. It was evident that both boats had as much wind as they desired with that amount of sail, as both at times careened so far that their lee-rails were under water, yet neither was at any time seen to luff a particle, except that the Widgeon would at times ease up her jib-topsail until the flaw of wind had passed.

The Vesta rounded the stake off Block Island nine minutes and three seconds in advance of the Widgeon, and was conse-

quently two miles ahead. It was now evident that the race must prove a very close one, as allowance would have to be made for the inferior size of the Widgeon, she being about one hundred tons smaller than the other; and when, on entering the inner harbor, it was announced that the Widgeon had won the race by one minute and four seconds, the result was received with loud cheering and salvoes of artillery by the other yachts, in token of their appreciation of his courage in carrying sail, which had been a source of admiration to spectators throughout.

The distance sailed was forty-four miles to Block Island and back, which was accomplished in three hours and thirty-one minutes. The Widgeon won the race handsomely, having a margin on her time allowance of one minute and forty seconds. Messrs. James G. Bennett, Jr., and Charles H. Stebbins, acted as umpires.

VESTA *vs.* HENRIETTA.

The match race between these famous yachts, which was sailed on Tuesday, October 9, 1866, for a purse of one thousand dollars, was one of the most exciting and important trials of speed and sea-going qualities ever indulged in by yachts of any nation. The race was sailed literally in a gale of wind; and the weather and sea were so threatening, that many vessels outward-bound sought an anchorage at the Hook, at the very moment that these gallant representatives of the sea-going yachts of the United States started upon their ocean course of more than two hundred miles. The speed and beauty of the American yacht have long since become a proverb. A few more such glorious ocean-sailed races as the season of 1866 has witnessed, and their superior sea-going and weatherly qualities will also have passed into an axiom.

The Henrietta has long been known as one of the fastest and staunchest yachts of the New York Squadron, having won several races, among others against the Palmer and the Restless. She was built in 1861, and since that period has served as a revenue-cutter in the service of the United States.

The *Vesta* is new, having been launched in June, 1866. The measurement of the *Vesta* is as follows:—Tonnage, two hundred and one; one hundred feet six inches water line, ninety-eight feet keel, and twenty-five feet beam.

The crews of both vessels were fully prepared for the race, the *Henrietta* having a complement of twenty-four men, under the charge of Captain H. Dayton, her sailing-master; and the *Vesta* having a crew of nineteen men, in command of Captain George Dayton, the sailing-master of the *Vesta*. The owners were on board of their respective vessels during the race. Accompanying Mr. Bennett on board the *Henrietta* were Mr. Lawrence Jerome, Mr. Shepard Knapp, and Mr. George Lorillard, the judge appointed by the owner of the *Vesta*. On board the *Vesta* were Mr. Pierre Lorillard, Colonel Stewart Taylor, and Mr. Charles M. Connolly, Mr. Bennett's judge for the *Henrietta*.

The course was from Sandy Hook light to Cape May light and back, a distance of two hundred and nine miles.

Both vessels arrived at the Horseshoe, a narrow inlet south of Sandy Hook light, on the evening before the race, and lay at anchor within hailing distance until the following morning. At eleven o'clock on Tuesday morning the steam-tug Peter Schultz came up with the guests of both yachts on board. The wind at the time was blowing so heavily that one steamer was found insufficient to tow both vessels from the Hook to the signal ships, so that the additional assistance of the steam-tug Philip was obtained. Owing to the rough sea and high wind, the steamers took the yachts to within three miles of the light-ship, when, upon a signal from the Schultz, the hawsers attached to each of the yachts were let go, and the gallant vessels went bounding on their course. The best idea of this race may be gathered from the respective logs of the yachts, which are published below. Suffice it to say that the *Vesta* made the trip in twenty-nine hours and ten minutes, and the *Henrietta* in thirty hours and six minutes, the latter being beaten just fifty-six minutes.

LOG OF THE VESTA.

At 12.23 P.M. sailed from the tugs, which refused to carry us to the light-ship on account of the heavy seas. Henrietta got under weigh the soonest, her sails all drawing, and passed us. At 12.40 carried away jib-boom, thus losing jib-topsail and flying-jib. The wreck clung to us for some time, greatly retarding our progress. It was cut away with difficulty. At 5.30 P.M., wind E. S. E., increasing; seas very heavy; Henrietta about two or three miles ahead. At 9.37 P.M. saw Henrietta's rockets as she rounded the light-ship off Cape May. At 9.54 rounded the light-ship, seventeen minutes after the Henrietta. Tried to fire our rockets, but they missed. October 10, about 7 A.M., passed a schooner to leeward. At 11 A.M. all hands descried the Henrietta about four miles astern to leeward. We gained on her. At 12 M. she was at least six miles astern, hardly visible. At 12 M. passed Barnegat light; started sheet, going at least twelve knots, carrying double-reefed mainsail, full foresail, and bonnet out of jib. At 12 M., when off Barnegat, passed the steamer Mercedita, bound in with us. She was first seen at 10 A.M., three miles ahead. In an hour we ran her out of sight. Put men at pumps twice during the race; found little or no water. 1 A.M.—Gale increasing; wind very high. At 2.45 carried away lacing of foresail-head; repaired damage and took in double reef. At 4.35 P.M. carried away leech of foresail; repaired damage and took in single reef. At 5.28 P.M. passed the Sandy Hook light-ship; hailed her and reported ourselves. The people of the light-ship stated that the Henrietta had not then passed. The Henrietta was out of sight astern.

LOG OF THE HENRIETTA.

October 9, 11.20 A.M.—Both yachts under weigh in tow of steam-tugs P. C. Schultz and Philip. Wind blowing a gale from the eastward. The owners of the two yachts tossed up for position, which was won by the Vesta. At 12.30 cast off hawsers from tugs, the Henrietta to windward, sailing under single reef

mainsail, full foresail, and full jib; the *Vesta* under double-reefed mainsail, single-reefed foresail, and full jib. 12.45—*Vesta* carried away flying jib-boom; very rough sea. At 4.40 *Henrietta* set flying-jib. At 6.15 made Absecom light, bearing west-south-west; *Vesta* five miles astern. At 6.35 Absecom light west by half north. At 7.30 the *Henrietta* put double reef in mainsail and took the bonnet out of jib. At 8.55 made Cape May light-ship. At 9.38 turned Cape May light-ship; sent up three rockets, making the run down in nine hours and eight minutes. At 10.10 shook out a single reef from the mainsail; no signal from the *Vesta*. At 11.30 put bonnet in jib, set main-topmast stay-sail; yacht behaving well in the rough sea. Oct. 10.—4.55 A.M.—Carried away jib-stay. Sea very high; lay-to one hour and a half to repair damages, during which time drifted to leeward six miles. 6.25.—Under way again; wind east-south-east. 9.10.—Carried away jack-stay on the fore-gaff; shortened sail, and soon repaired damages. 12.50.—Barnegat bearing west by north; very heavy head sea; had to keep under easy sail to keep from carrying away jib-stay, imperfectly repaired; at this time the yacht was under single-reef mainsail, full foresail, and bonnet out of jib. A large propeller on weather bow. 1.10 P.M.—Took in foresail. Wind increasing; jumping sea. 1.15.—Carried away flying jib-boom and all our head-gear. 2.30.—Passed steamer, supposed to be *Mercedita*, bound the same way; sea and wind very high. At this time, head-gear being all gone, had to keep yacht under easy sail for fear of losing foremast. 6.24.—Passed Sandy Hook light-ship; making the race in thirty hours and six minutes. The *Vesta* has not been seen by us for twenty-four hours.

HALCYON vs. VESTA.

These fine yachts sailed their match race on Tuesday, October 23, 1866. The prize was a piece of plate of two hundred and fifty dollars value, and the course sailed over was from Sands Point to the New London light-ship and back, a distance of seventy-six and a quarter nautical miles each way, or eighty-eight

and a half statute miles. The Vesta, owing to her greater tonnage, allowed the Halcyon forty-seven minutes and fifteen seconds, and it was arranged that the first vessel coming between the Sands Point and Execution lights, allowing for time, should be declared the winner.

The Vesta is the property of P. Lorillard, and has figured frequently in match races, always exhibiting admirable sea-going qualities, and proving herself one of the most formidable of the New York fleet. She is of two hundred and one tons burden, with a centre-board, and is schooner-rigged. The Halcyon is a new boat, having been launched in 1866, and is owned by J. C. Hubbard. She is schooner-rigged, and her model reflects great credit on her builder, J. J. Harris, of Port Jefferson. She is eighty-one feet long, twenty-three feet beam, and one hundred and twenty-two tons.

The different yachts of the squadron, with several private yachts, whose owners were desirous of getting a view of the two contestants at the starting-point, were to rendezvous at Glen Cove, L. I. The day was a most beautiful one, and the Sound like a broad mirror. Not a ripple was to be seen, and the surrounding shores of Long Island and Westchester were glowing with all the warm tints of the golden, russet, and crimson autumn foliage. Before going to Sands Point, the Halcyon and the Vesta put into a cove between City Island and the main-land. Final preparations were made here for the race; and a tug, hired, towed the two yachts out to Sands Point, some four miles distant. At 11.56 the Halcyon and the Vesta started even north of Sands Point light, the Halcyon having won the toss of position. Having got headway, the Halcyon forged ahead considerably. The wind was baffling, and the Halcyon led to the New London light-ship, which she turned first, but only by a few seconds, as the Vesta passed her five or six minutes after turning.

LOG OF THE VESTA.

"11.55.15 A.M.—Cast off from the steamer Jeannette, which had towed us from City Island to the starting-place off Sands

Point. The Halcyon, at the same time, on a given signal, was cast off from the little steamer of Mr. Kennard. The third whistle of the Jeannette now assured us that the contest between the two vessels had fairly begun. There is a light easterly breeze; tide making Sound ebb. Lighthouse bearing south-sou'-east. 3 P.M., set watersail under main-boom. At 5 P.M., the wind is south-south-west, the Halcyon bearing about east. She is yet a long distance ahead; we are certainly gaining on her fast. 11.48.—The light-ship, an object of especial interest, is now descried straight over our bows. We gain on the Halcyon rapidly. The staysail is set. We are passing numerous craft of different sizes. At this time we were perceptibly closing up the space between the two vessels. 12.06 A.M., 24th inst.—Turned light-ship. The Halcyon was a few seconds before us. We both rounded the light-ship from southward and eastward. The Halcyon fired her gun first. 12.11 A.M.—We passed the Halcyon beautifully; each vessel crowding all available sail. On the first tack we greatly distanced her. 12.30 A.M.—A loud thump was heard forward. It was thought for a moment that the centre-board had touched bottom; but it was soon discovered that the noise was caused by the breaking of one of the iron bobstays from the stem, and that the wreck was dragging twenty feet under the bow, greatly impeding the progress of the vessel. The ship stood one hour and a half on the same tack in order to assist in the raising of the jib. This mishap, probably, by keeping us in the race tide, took us to leeward between two and three miles. 1.15 A.M.—We are now close-hauled, and going at a spanking rate. 8 A.M.—Halcyon is astern about five miles, following to leeward of our wake. We now make about eleven knots. 10.20.—Cold Spring Harbor is bearing south-south-east. Both vessels tacked at the same time. The Halcyon is now about three and a half miles dead astern. 11.27.—Mattinacock Point bearing south. Halcyon off Oak Neck, about four miles astern. 12.38.30.—Sands Point lighthouse bore south, and, so far as our vessel was concerned, the race was at an end. A gun was fired, and as our victory was evident, all hands congratulated

each other. The *Vesta* gained the lighthouse and fired her gun at twenty-one and a half minutes to one o'clock, which, with the allowance of time to the *Halcyon* of 40.30, made the *Vesta* the winner with fourteen minutes to spare. Captain George Dayton sailed the *Vesta*, and Captains Tuttle, Cyrene Dayton, and Samuel Dayton, managed the *Halcyon*."

L'HIRONDELLE vs. VESTA.

This race, for a handsome piece of plate, was sailed on Wednesday, October 31, 1866, resulting in a victory for *L'Hirondelle*. The yachts were to start from the light-ship off Sandy Hook and sail twenty miles to windward, turning a tug-boat, and back to Sandy Hook light-ship. It was also stipulated that the yachts were not to start unless an eight-knot breeze prevailed. The race was to have been sailed the day previous, Tuesday, but as it blew a gale of wind, the captain of the tug, which was to steam twenty miles outside the Hook and act as the outer stake, declined to perform the duty. The steamer *W. Fletcher* started bright and early on Wednesday morning from the Hook, and after making the prescribed twenty miles hove-to for the yachts to round her. At half-past nine A.M., both vessels being in position at the light-ship, an exact start was made and the race began. The following extract from the log of the *L'Hirondelle* gives a correct description of the race:

"At half-past ten A.M. discovered the tug-boat three points on lee-bow. Jibbed main-boom and stood on our course for it. Gaining very slowly on the *Vesta*. More glorious sailing cannot be experienced than this. The noble yacht skims the waters like the bird of the swift, untiring wing after which she is named. 10.50 A.M.—The *Vesta* appears to hold us about the same. We have gained very little on her since leaving the light-ship. Our press of canvas is immense; squaresail drawing magnificently. Here we are at the tug-boat, gaily dressed with bunting for the occasion. At 11.04 rounded tug-boat; *Vesta* at least three-quarters of a mile astern. Close race so far. We have now a dead beat back to windward. At 11.06½ the *Vesta* rounded,

just six minutes and a half after us. Breeze freshening and good good sea running, which seems to tell against our smaller antagonist. 12.20 P.M.—Tacked ship. 12.45 P.M.—Vesta has gained on us perceptibly; she points in the wind better than we do. 12.46 P.M.—Shook reef out of mainsail. 2 P.M.—Wind decreasing; Vesta gaining a little. 2.30 P.M.—Light-ship about one mile ahead to windward. If no accident happens we shall win the race. The Vesta's chances are hopeless, although she has made a most gallant struggle and is now gaining a little as the seas are subsiding. Hurrah! the race is won! At 2.49 $\frac{1}{2}$ P.M. passed Sandy Hook light-ship, the point from which we started. All hands congratulated each other. The Vesta unfortunately tore her balloon-jib so badly that it was impossible to carry it during the race. This immense sail of seven hundred and fifty yards of canvas would have been a great aid to the Vesta in running free."

The Vesta is a centre-board schooner of two hundred and one tons; length of keel, ninety-eight feet; length on deck, one hundred and eight feet. Her mainmast is eighty-four feet long and twenty-one and a half inches in the partners; foremast, eighty-three feet long and twenty-two inches in partners; bowsprit, thirty-seven feet long; jib-boom, twenty feet clear of the caps, twelve inches in the cap; main-boom, sixty-five feet thirteen inches; main-gaff, thirty-four feet in length; fore-gaff, thirty-three feet; fore-boom, thirty-four feet. The cabin of the Vesta is tastily furnished. She has four beautifully arranged and spacious state-rooms, with bath-room and all modern improvements. She was built at City Island, Westchester county, in Mr. David Carl's ship-yard, and was launched in May, 1866.

The L'Hirondelle is a new and beautiful yacht, and is said to be, both for the beauty of her model and the elegance of her inside and outside decorations, the most magnificent pleasure-boat in the world. She was built at Mystic Bridge, Conn., by Forsyth & Morgan, and was launched in June, 1866. Her keel is one hundred and seven feet in length; length over all, one hundred and fifteen feet; breadth of beam, twenty-five feet;

depth, ten feet. Her tonnage is two hundred and sixty-two and eight-tenths. Length of mainmast, eighty-nine feet seven inches; foremast, eighty-eight feet seven inches; length of fore and main gaffs, twenty-eight feet six inches; main-boom, sixty-four feet. The length of the bowsprit outboard is twenty-two feet.

HENRIETTA VS. RESTLESS.

The above schooner yachts sailed a match race for a piece of plate valued at five hundred dollars, in the month of September, 1865. The course was from off Sand's Point, Long Island Sound, to the New London light-ship. The start was made on Saturday night, September 16th, shortly before 12 o'clock. The wind was light throughout the night, and so continued until sunrise, when daylight brought a fresh south-west breeze. The *Henrietta* passed the New London light at 11.15 o'clock on Sunday morning, September 17th, winning the race and prize by twenty minutes.

YACHT RACE ACROSS THE ATLANTIC.

The ocean race between the beautiful and swift schooner-yachts *Henrietta*, *Fleetwing*, and *Vesta*, of New York, from the latter port to England, is an important nautical occurrence, and is the noblest trial of speed between any yachts of either ancient or modern times; and the event will assuredly form a memorable epoch in the yachting history of the United States. For these vessels to make a winter race of three thousand miles across the broad Atlantic is certainly a fact worthy of chronicling, and its consummation will reflect an enduring lustre upon the escutcheon and colors of the New York Yacht Club.

NEW YORK, Oct. 27, 1866.

Original Articles of Agreement.—George and Frank Osgood bet Pierre Lorillard, Jr., and others, thirty thousand dollars (\$30,000) that the *Fleetwing* can beat the *Vesta* to the Needles, on the coast of England. The yachts to start from Sandy Hook on the second Tuesday in December, and to sail according to the

rules of the New York Yacht Club, waiving the allowance of time. The sails to be carried are mainsail, foresail, jib, flying jib, jib topsail, fore and main gaff topsails, main topmast staysails, storm staysails and trysails. The yacht *Henrietta* enters the above race by paying \$30,000, a subscription by members of the New York Yacht Club. Any minor points not embraced in the above, that cannot be settled by Messrs. Osgood, Lorillard, and Bennett, shall be decided as follows: Each shall choose an umpire, and the umpires chosen, in case of disagreement, to choose two others; 20 per cent. of the money to be deposited with Mr. Leonard W. Jerome on Saturday, the 3d of November, balance to be deposited on the first Tuesday of December—play or pay.

As we have given a detailed description of these yachts and their match races, in our history of the New York Yacht Club, it is only necessary to say that prior to the race all three of the vessels were put in thorough order for their winter contest; and, as they lay off Sandy Hook in readiness for the starting signal, their entire appearance was in striking contrast to their summer rig for gala-day regattas. The *Henrietta* is a keel boat, of 205 tons burden. Her bowsprit was shortened 16 inches; her lower masts 7 feet, and her main boom 6 feet. She is furnished with an entire new gang of rigging of Italian hemp, and also with new fore and aft stays and jibstays of first quality charcoal wire, independent of which she is provided with an extra forestay, which comes into the night-heads. She has extra gammonings, spare fore and main boom, fore and main gaff jibboom, topmast, and also two spare spars. She carries extra sails, with three storm trysails and storm forestay sails. Her hatches are so arranged that in five minutes they can be thoroughly caulked and wooded. She has a new rudder, and is steered by a patent screw and wheel. In case of any accident, however, she has spare tillers, which can be shipped in a few minutes without boring through the rudder head. She carries two patent liquid compasses, and also two storm compasses, to which, in case the binnacle should be carried away, lights are attached. Her boats and spare spars

are secured by ring bolts passing through the deck and clinched. The *Henrietta* has the following crew :—Captain, S. Samuels ; sailing master, Martin J. Lyons ; first mate, J. Jones ; second mate, John Cole ; boatswain, carpenter, sail-maker, two quarter-masters, two cooks, two stewards, and fourteen seamen. The owner of the yacht—Mr. J. G. Bennett, Jr.—Mr. Lawrence Jerome, Mr. Melvin Knapp, and Mr. S. R. Fisk, editor of the *New York Leader*, also sailed in the *Henrietta*.

The *Vesta* is a centre-board boat, of 201 tons burden. She has a new bowsprit, and her boom is shortened 6 feet ; her main and foremast are razeed 6 feet, and 12 feet taken off her main boom. She has an entire new suit of sails ; also an entire new spare set, in addition to heavy weather sails. Her rigging is new throughout, the whole being made of the best Italian hemp. She will be steered by a patent wheel apparatus, and in case of this being carried away, she has spare tillers which can be fitted to the rudder head. She carries a patent water anchor, which, when thrown into the water, opens as an umbrella, and will be of great service in heavy weather. The *Vesta* is manned as follows :—Captain and sailing master, Captain George Dayton ; first officer, Mr. Hodgson ; a second mate, boatswain, two stewards, two cooks, and sixteen seamen. Mr. George Loricillard, her owner, and also owner of the sloop-yacht "*Eva*," together with Col. S. M. Taylor, sailed in her.

The *Fleetwing* is a keel boat, of 212 tons, and like the others, she has been thoroughly refitted and furnished with new rigging, sails, and an abundance of spare spars, etc. She also has a patent steering apparatus, and two life-boats. The *Fleetwing's* crew and passengers consist of Captain Thomas, of the "*City of New York*," sailing master. Her other officers are : First mate, Joseph Brown ; second mate, Henry Hoffman ; quartermasters, Joseph Crandell, John Beebee, John Wood, John Hazleton. The crew consists of eighteen men, beside cook and steward. Mr. Ernest Staples and Mr. Robert Center, of the New York Yacht Club, sailed in the vessel as judges. Mr. Staples represented the *Henrietta*, and Mr. Center the *Vesta*.

The course sailed is an ocean one in its broadest signification, being from Sandy Hook light, at the entrance to New York Bay, to the Needles light on the western end of the Isle of Wight, in the English Channel. As this volume was nearly ready for publication on the eve of the departure of the contestants, we can only take the reader with us to Sandy Hook, to bid them, as so many hundreds did, a heart-felt God-speed.

“Far on the deep mid-ocean tossed,
Leagues away from the friendly shore,
In the watery wilderness lost
Driven and deafened by rush and roar,
Baffled by wind and wave are we ;—
What sweet home-spirits may there be
Sadly pondering on our wandering
Wide and wearisome, out at sea ! ”

THE LATE GEORGE STEERS.

No allusion or record of American yachts or yachting would be complete without the writer's paying a tribute to the memory and fame of him whose name heads this article, and whose early and sudden decease was truly a blow to the science and art of American ship-building. In the city of New York, especially, is the name and reputation of George Steers cherished ; for the waters of the metropolis witnessed his proudest nautical triumphs.

When a mere boy of seventeen years, in the summer of 1836, he built the *Martin Van Buren*, a seventeen-foot sail-boat, which was matched against the *Gladiator*, then considered without a rival for speed in New York, and flying unchallenged the champion colors. A match was soon arranged between the two boats, although it was deemed by the numerous partisans of the *Gladiator* a very presumptuous move on the part of those interested in the *Van Buren*. The course was from a flag-boat anchored off the Battery, up the Hudson river to a stake-boat off Fort Washington point, and return. In this contest the *Martin Van Buren* had an easy victory, and at the finish of the race the

Gladiator was almost out of sight. The trial excited a great deal of interest, and hundreds of spectators assembled to witness it. The Gladiator was sailed by W. Bennett. George Steers sailed the Martin Van Buren. The same day this match race was sailed, the yacht Three Brothers, also a capital specimen of his youthful talent and promise, carried off the first prize in a regatta of seven entries, sailing over a course from off Hoboken up the Hudson to Manhattanville, thence around Fort Diamond and home.

In 1838 he built the four-oared race-boat, John C. Stevens, which possessed great improvements; in her he introduced outriggers, at that period a novelty, as our crack boats all rowed with thole-pins upon the gunwale. The Stevens was thirty feet long, and, with her four oarsmen and coxswain, drew but four inches of water, and weighed one hundred and forty pounds. Her amateur crew consisted of George and Henry Steers, Robert Earl, George Hoyt, and Samuel Allen (coxswain); with this crew she beat the Abm. Hatfield, Unexpected, etc; and with a picked crew won races against the Samuel J. Willis, Duane, and other noted four-oared boats. In the summer of 1840, at a regatta at the Colonnade Garden, Brooklyn, she won the first prize for four-oared boats; she also rowed in the Newburgh regatta, of 1841, but did not finish the race in consequence of becoming nearly filled with water, it being exceedingly rough. The late Commodore Stevens, in whose honor the boat was named, presented the club with a handsome set of silk colors.

The pilot-boats William G. Hagstaff, Mary Taylor, George Steers, Moses H. Grinnell, and Anthony B. Neilson, won a name for their builder, although they were pitted against the entire squadron of New York boats, then as now the most perfectly modelled and fleetest pilot-boats in the world. The schooner *Pride of the Seas*, of two hundred and fifty tons, for the Australian trade, was launched in June, 1853, and the clipper-ship *Sunny South*, seven hundred and fifty tons, for the China trade, in September, 1854. Neither of these vessels were approachable for speed and beauty, and they were worthy compeers of the subse-

quent fruits of his genius, as illustrated in the Niagara and Adriatic. His contributions to the New York Yacht Club we can scarcely enumerate; among others, we recall the Syren, Sybil, Cornelia, Sylvia, Julia, Una, Widgeon, Cygnet, L'Esperance, Ray, etc., etc.; while the triumph of the world-renowned America capped the climax of his fame, and rendered the name of George Steers historical in the yachting annals of the United States.

The sad manner of his death, caused by his being thrown from his vehicle, will ever be a source of sincere regret to his countrymen. Suddenly, and with scarcely a warning note, he was summoned to that "better land" in the midst of his labors, while his hands and brain were still active with ennobling hopes and aspirations of future usefulness and triumphs.

THE NEW YORK YACHT CLUB'S TRIBUTE TO THE MEMORY OF
GEORGE STEERS.

NEW YORK YACHT CLUB, }
NEW YORK, September 30, 1856. }

At a special meeting of the New York Yacht Club, convened by order of the Commodore, Sept. 29, 1856, on motion of Lewis M. Rutherford, Esq., the following resolutions were passed:

Resolved, That we have heard of the death of our fellow-member and friend, GEORGE STEERS, with feelings of sincere sorrow and profound regret; that to his genius and skill this Club is indebted for its most beautiful and successful models.

Resolved, That his connection with the New York Yacht Club, from its earliest infancy, has been a source of pride and honor to that institution, and that his amiable personal qualities, and his high and unbending integrity, have secured to him the respect and affection of those who were connected with him socially and professionally.

Resolved, That we tender our warmest sympathy to his bereaved family, and that the Secretary be instructed to furnish to his widow a copy of these resolutions, and that the same be put upon the records of the Club.

N. BLOODGOOD, Recording Secretary.

BROOKLYN YACHT CLUB.

The Brooklyn Yacht Club was organized in the fall of 1857 under circumstances of the following nature : A number of gentlemen, some owning large pleasure sail-boats and some yachts, who were accustomed to sail in the waters of the upper and lower New York Bay, and who kept their craft at or near what was then called "The Penny Bridge," at the foot of Court street, Brooklyn, frequently meeting in their afternoon and evening excursions, became more or less acquainted, and finally the idea was started of forming a club. Among those most prominent in the organization that took place were Messrs. G. L. Haight, John H. Dimon, William T. Lee, Elias Pitcher, John M. Sawyer, John Ellerby, William W. Mead, Henry Wood, P. W. Ostrander, Benjamin Coffin, and S. and H. Smedley. All these gentlemen are still members of the Club except Mr. Pitcher, who is deceased. The first year of its existence the Club numbered about twenty-five members and the following yachts :

Niagara, owned by Mr. John Ritch ; Partridge, William Petrie ; Dreadnought, H. Wood and B. Coffin ; Restless, G. L. Haight ; Atalanta, J. H. Dimon ; Incognita, P. W. Ostrander ; Staghound, S. Longman ; Wild Wave, William W. Mead ; Two Elizas, G. A. Cooper ; Tourist, J. Ellerby ; and several others whose names have not been ascertained.

Most of these vessels were model yachts, although several were fine cabin yachts.

The first Commodore elected was Elias Pitcher. He was succeeded by G. L. Haight, who had acted as first Vice-Commodore, and who served for several terms as Commodore with great popularity. Mr. G. A. Cooper was Secretary the first year, and he was succeeded by Mr. William T. Lee, with whose faithful and excellent services the Club have never since felt able to dispense. Mr. Haight was succeeded as Commodore by Mr. John Jones, who in turn was succeeded by Mr. R. M. Whiting, its present able and deservedly popular Commodore.

Several years after its organization the Club built a club-house

on the basin near the foot of Court street, comfortably fitted with lockers for the use of owners of yachts, a reception-room for ladies, and large and roomy piazzas, where the members with their friends can pass a pleasant hour when not inclined to sail, and with cigar or pipe enjoy their *dolce far niente*, watching the graceful curvettings of the yachts as they glide in and out of the basin, and comment on their manœuvres and the skill or awkwardness displayed in their management.

The Club has steadily increased and prospered, and now numbers about two hundred members, all of them influential citizens and some of them men of considerable note, and a fleet of about thirty-five sail, many of them well known and favorite yachts.

The members also have a handsome club-room at No. 9 Court street, Brooklyn, opposite the City Hall, which is tastefully decorated with oil paintings and models of yachts belonging to the Club. It is used as a library by the members, as well as for business purposes. The Club has inaugurated the system of building one large yacht every year, to be the property of the Club, and to be of the most improved model and construction, with the view of improving upon and correcting errors in modeling which may be ascertained by actual experiment and not alone by theory.

The club-house and anchorage ground for the yachts are favorably situated at the head of Gowanus Bay, across the southerly part of which are constructed some long docks, running out from Red Hook, which completely shelter the yachts from any southerly blow. At all times of the tide there is good sailing in the slack water along the Long Island shore, thus making this location a secure and convenient yachting harbor, of the advantages of which the owners of numerous other yachts, besides those of the Club, avail themselves by making it their anchorage-ground.

The Club gave three regattas during the first summer of its existence (1858): One sailing by measurement of canvas; one by length of yacht; and one by working pleasure sails. The

racers were all well contested, and gave great pleasure and satisfaction. The main object of the gentlemen who formed the Association—merchants, professional, and business men—was to improve the taste for a noble and healthy exercise, and at the same time to improve the models of sailing craft, in order to gain speed by actual test and comparison in every way.

First annual regatta was sailed on Tuesday, June 22, 1858, and the following yachts were entered:

First Class.—Two Elizas, No. 2, J. Jones, thirty feet one inch; Rainbow, No. 11, Pitcher, twenty-nine feet ten inches; Wild Wave, No. 3, O'Connor, twenty-eight feet ten inches; Contest, No. 4, Fowler, twenty-eight feet six inches.

Second Class.—Staghound, No. 6, Longman, twenty-six feet three inches; Cadet, No. 7, Jones and Wood, twenty-five feet seven inches; Niagara, No. 8, Roberts and Ritch, twenty-six feet nine inches; Dreadnought, No. 9, H. S. Wood, twenty-six feet seven inches.

Third Class.—Elizabeth, No. 14, Babcock, twenty-one feet.

The distance sailed was nearly twenty miles, from judges' boat, off the foot of Court street, to Owl's Head, L. I., the course to be sailed over three times.

The race was all one way throughout; the Two Elizas winning without an effort, her only competitor being the Wild Wave, which boat made every effort on the first stretch around the home stake-boat to keep the lead, but was forced to give way to her swift competitor. The first prize was won by the Two Elizas, and the second by the Niagara.

The autumn regatta was sailed on Saturday, September 18. Two Elizas, entered by G. A. Cooper; Wild Man, W. W. Mead; Alfred Partridge, W. Petra; Dreadnought, Henry Wood; Contest, J. D. Fowler; Niagara, W. Roberts; Haidee, P. W. Ostlander; Rainbow, E. Pitcher.

The boats started at half-past two o'clock. The new and elegant yacht Partridge immediately showed her heels to the rest of the squadron, and took a handsome lead—the well known Dreadnought following as second, the Two Elizas third, and

Contest ranking as number four. These positions were not varied throughout the afternoon, and the Partridge continued to gain upon the balance of the fleet. During the early part of the race the wind was very light, but towards the end the breeze freshened so that the yachts could make some little display of their sailing qualities; but it came too late to be of much benefit, and it was quite dark before the Niagara and Rainbow passed the home flag-boat. The Partridge beat the Dreadnought twenty-seven minutes, fourteen seconds; the Dreadnought beat the Two Elizas, which was third, fourteen minutes. The Contest was three minutes fifteen seconds behind the Two Elizas.

The first prize was a silver goblet, valued at \$50; the second prize a silver goblet, valued at \$30; the third prize a silver goblet, valued at \$20.

The second annual regatta was sailed on Thursday, June 23, 1859. The course was as follows:

For first class: From stake-boat off the Club-House to and around Buoy No. 11, on the end of the West Bank, and back to the place of starting. For second and third class: From stake-boat off the Club-House to and around Fort Diamond and back, turning stake-boat off Club-House, and repeat.

Of the following entries all started, with the exception of the Gazelle, Ready, Unknown, and Eugenie.

First Class.—Restless, seventeen tons, J. Jones; Haidee, sixteen tons, P. W. Ostrander; Early Bird, fifteen tons, G. H. Lawrence.

Second Class.—Pastime, thirty feet five inches, John Ellerby; Wild Wave, twenty-nine feet one inch, W. W. Mead; Niagara, twenty-six feet six inches, Roberts & Ritch; William Partridge, twenty-six feet three inches, William Petrie; Dreadnought, twenty-six feet two inches, Wood, Coffin & Doty; Linda, twenty-six feet one inch, J. J. Jova.

Third Class.—Orient, thirty feet, H. R. Haydock; Atalanta, twenty-six feet ten inches, J. M. Sawyer; Contest, twenty-eight feet, J. D. Fowler; Son of Malta, twenty-seven feet, Henry Smedley; Unknown, twenty-seven feet, John Dimond; Mystic, twenty-seven feet, Wood & Wilson; Eugenie, twenty-six feet, D. T. Eas-

ton; Losee, twenty feet, J. McGreevy; Gazelle, twenty feet, Edward Merritt; Ready, nineteen feet, Sol. Smedley.

As they neared the home-stake for the last time their positions were as follows: Niagara first, and handsomely leading the Alfred Partridge, which she beat some two or three minutes. Then came the Wild Wave. The Linda was fifth, and the Son of Malta, of the third class, sixth. The other yachts were some distance astern.

The first-class yachts, having a greater distance to sail, reached home last, coming to the stake-boat as follows: The Early Bird first, the Restless a long way behind, and the Haidee hull down astern of all. The Early Bird won the first-class prize, the Niagara the second-class prize, and the Son of Malta the third-class prize.

The third annual regatta was sailed on the 25th of June, 1860. None of the first or second class boats started. The Isabel and Surprise won the prizes of the third class. The Smedley and Nancy were successful in carrying off the honors of the fourth-class boats.

The fourth annual regatta, for 1861, was postponed in consequence of the civil war.

The fifth annual regatta was sailed on Thursday, June 19, 1862. The following boats started:

Zaidee, George Atkins, twenty-three feet; Arethusa, William Dagnell, twenty-five feet; Partridge, W. Peters, twenty-six feet; Laura, R. M. Whiting, twenty-six feet; Henry Smedley, H. Smedley, twenty-seven feet; Favorita, J. McClellan, twenty-eight feet; Sophia, John Morse, twenty-eight feet; Nonpareil, Ira Smith, twenty-eight feet; Isabel, John Ellerby, twenty-eight feet.

At about half a mile from the Club-House the schooner Arago was stationed as the stake-boat—the course being from the home stake-boat to one stationed off Bay Ridge dock; thence to another stake-boat anchored off Robin's Reef light-house; thence to the home stake-boat—the course being sailed three times. The time allowed for the performance of the race was six hours, according to the rules of the Club, an allowance of two minutes

per foot being made to each boat on returning—half a minute being allowed on starting.

The following is the order in which the boats returned :

1. Partridge; 2. Laura; 3. Henry Smedley; 4. Sophia;
5. Favorita; 6. Arethusa; 7. Nonpareil; 8. Zaidée; 9. Isabel.

There were two handsome prizes, the first being a valuable day and night marine glass, and the second a handsome silver goblet, lined with gold.

Sixth annual regatta was sailed on the 25th June, 1863. Entries of first-class yachts: Restless, Dolphin, Midnight, Annie Laurie, Oceana, Addie, and Katydid. The second-class yachts consisted of the Laura, Nonpareil, Commodore, L. F. Newman, Arethusa, Sophia, and the Favorita. Prizes: a handsome barometer for the first-class boats, which was won by the Katydid. The prize for the second-class winner was an oil-painting of a yacht, won by the Laura.

Seventh annual regatta was sailed on Wednesday, June 22, 1864. Twenty-five yachts entered and started, and the steamers Naushon and D. R. Martin accompanied the fleet over the course. The Laura won the first prize; the Edna C., schooner, won the second prize for the first-class yachts. The Mollie and Black Hawk carried off the prizes of their respective classes.

Eighth annual regatta was sailed on the 7th of June, 1865. Twenty-nine sail started. The Edna C. won the schooner prize; the Jennie Cable, the first-class sloop prize; and the Nonpareil, the second-class sloop prize. The course sailed was from the judges' boat, off the Club-House, to a stake-boat off Coney Island point; thence to buoy No. 2, at the tail of the West bank, turning it to the westward; thence to home stake-boat—making a distance of twenty miles.

Ninth annual regatta came off in a spirited style on Wednesday, June 12, 1866, with a good breeze, thousands in attendance, and a large fleet of entries. The entries, divided into three classes, were as follows:

Schooners.—Mystic, 2,443 square feet; Startled Fawn, 1,848; Comfort, 1,435.

First-Class Sloops.—Psyche, 2,167 square feet; Lena, 2,002; Nautilus, 1,916; Fanny, 1,766; Restless, 1,235; Jennie Cable, 1,147; Carlton, 1,072; Falcon, 1,007; Modesty, 978; Isaac Walton, 817; Early Bird, 806.

Second-Class Sloops.—Martha, 1,044 square feet; Muscatede, 941; Una, 850; Hornet, 800; Apollo, 765; Amalia, 733; Carrie, 720; W. M. Tweed, 627; Echo, 610; Nancy, 593.

Allowance of time, one and a quarter second to square foot.

The course was from the stake-boat in Gowanus Bay to and around a stake-boat moored off South-west Spit, turning the same from the eastward, and back to the home stake-boat, passing to the eastward of all the buoys off the West bank, making a race of thirty miles. At 12.20 the signal-gun was fired for the schooners to make sail; and at intervals of one minute each, the first and second class sloops got under way.

The Jennie Cable, first-class sloop, took a commanding lead early in the race, and at Fort Hamilton led the fleet by nearly a mile. The little Martha, second-class sloop, and one of the swiftest yachts in New York bay, was second. Then came the Nautilus, Psyche, and the handsome schooner Mystic. Within thirty minutes after starting, the fleet gradually became straggling, and the steamers William P. Way and W. Fletcher, with their crowded decks, hurried down the bay, so as to be at the South-west Spit (fifteen miles from the start, and half of the race) in time to see the leading boats turn. The Jennie Cable turned first, at 2.27; the Psyche second, at 2.33; one minute later came the Martha, third-class, which craft was handled and sailed admirably; the Mystic, schooner, came to the Spit at 2.39, with not half the breeze she desired to do herself justice, followed by the neat and trim sloop Nautilus, fifteen seconds later.

After these came at intervals the schooners Startled Fawn and Comfort; sloops Falcon, Muscatede, Lena, Hornet, Amalia, Wm. M. Tweed, Echo, Una, Restless, etc., etc.

The steamboats were now headed for Gowanus Bay and home. The principal leaders maintained their relative positions, with the exceptions of the little Martha taking the lead, and the Psyche

changing places with the Jennie Cable, with the Nautilus, Mystic, and Apollo well up.

At about a quarter past four P.M., the home-stake was passed in the following order :

	<i>Starting Time.</i>	<i>Class.</i>	<i>Arriving Time.</i>
Martha,	12.30	Second,	4.16½
Psyche,	12.25	First,	4.16½
Jennie Cable,	12.25	First,	4.32
Nautilus,	12.25	First,	4.27
Mystic,	12.15	Schooner,	4.32½
Apollo,	12.30	Second,	4.43
Amalia,	12.30	Second,	4.46
Hornet,	12.30	Second,	4.48
Lena,	12.25	First,	4.51
Restless,	12.25	First,	4.53
Fannie,	12.25	First,	4.56

The prizes consisted of two sets of silver for the schooners and first-class sloops, and finely executed marine views, in oil, for the second-class sloops.

The prizes were awarded as follows : Schooner prize, Mystic ; starting time, 12.15 ; round time, 4.32½. Sloop prizes, first-class, Jennie Cable ; starting time, 12.25. Total time, deducting allowance, 3.51. Second prize, Psyche ; started 12.25 P.M., arrived 4.16½ P.M. Total time, four hours eleven minutes.

The first prize of the second-class sloops was won by the Martha ; starting time, 12.30 ; arriving time, 4.16½ P.M. Total time, three hours and forty-six minutes. The second prize among the second-class sloops was won by the Apollo ; starting time, 12.30 P.M. ; arrived 4.45 P.M. ; round time, four hours and thirteen minutes.

YACHTS BELONGING TO THE CLUB IN 1866.

Schooner Class.—Calypso, seventy tons, J. J. Bache ; Mystic, fifty-five tons ; Startled Fawn, thirty-five tons, R. W. Holmes ; Comfort, twenty-five tons, H. Wood.

First-Class Sloops.—Psyche, thirty-five tons, F. B. Taylor; Lena, thirty-five tons; Nautilus, thirty tons, J. C. Gaylor; Fannie, thirty tons, F. Tiffany; Restless, twenty-five tons, J. Jones; Alarm, thirty tons, Gilbert L. Haight; Jennie Cable, twenty tons, R. M. Whiting; Castleton, twenty tons, J. M. Weeks; Whistler, eighteen tons, Augustus Peters; Falcon, eighteen tons; Modesty, eighteen tons; Isaac Walton, eighteen tons, Nathaniel F. Waring; Early Bird, fifteen tons, George A. Cooper; Oceana, fifteen tons, J. White.

Second-Class Sloops.—Muscateed, thirty feet, W. Furman; Una, thirty feet; Hornet, twenty-eight feet, W. Whitman; Apollo, thirty feet, J. Fry; Amalia, thirty feet, J. J. Jones; Carrie, twenty-eight feet, J. Dunn; Echo, twenty-eight feet, N. N. Van Dyke; Nancy, twenty-eight feet, S. Longman; Contest, twenty-eight feet, J. D. Fowler.

OFFICERS OF THE BROOKLYN YACHT CLUB.

1858-59.—Commodore, Elias Pitcher; Vice-Commodore, G. L. Haight; Secretary, G. A. Cooper; Treasurer, H. S. Wood; Measurer, J. M. Sawyer.

1859-60.—Commodore, G. L. Haight; Vice-Commodore, T. C. Fowler; Secretary, William T. Lee; Treasurer, H. S. Wood; Measurer, J. M. Sawyer. From 1860 until 1864, inclusive, the above officers were reelected.

1865.—Commodore, Robert M. Whiting; Vice-Commodore, Theodore W. Sheridan; President, Peter W. Ostrander; Secretary, William T. Lee; Treasurer, Edwin Underhill; Assistant Secretary, William M. Ringwood; Measurer, J. M. Sawyer.

1866.—Commodore, Robert M. Whiting; Vice-Commodore, Augustus Peters; President, Gilbert L. Haight; Secretary, W. T. Lee; Assistant Secretary, W. M. Ringwood; Treasurer, Edwin Underhill; Measurer, John M. Sawyer.

SEAL.

The Corporate Seal of the Club is circular, with an inch radius. In the centre is the figure of a yacht under full

sail, with Club signal at mast-head. Underneath, the name, "The Brooklyn Yacht Club." Above, "Established 1857." Underneath, "Incorporated," and in the rim, between two foul anchors, the date, "1864." Around the rim is the motto of the Club, "*Navibus petimus bene vivere.*"

UNIFORM.

The uniform of the Club consists of a blue cloth pea-jacket with Club buttons, blue cloth pants, blue navy cap, with initials of Club on the front, and blue flannel shirt, with the Club signal embroidered in chain-stitch in white upon the breast.

The Club button is a triple-gilt, navy size and shape, with plain edge. The letters "B. Y. C." in old English in the centre of the button, encircled by a cable, knotted at the lower edge.

In place of the pea-jacket, a navy blue dress coat, and blue cloth or white Marseilles vest, with standing collar, each with six Club buttons around the cuff, is worn by the Club as a full dress.

HOBOKEN YACHT CLUB.

This club, as its title implies, is located in Hoboken, N. J., at the foot of Fourth street, near the Elysian Fields. It was organized September 1, 1856, by about a dozen members, and progressed rapidly in numbers and prosperity until the commencement of the rebellion, when the members of the Club, in a body, tendered their services as volunteers to the Navy Department, in a certain emergency, which, although accepted, were for some reason never availed of.

The Club-House was at first located at the old Atlantic Garden, near the Hoboken and Barclay street ferry, but was soon afterwards removed to its present location. The anchorage is good and well protected; and their house, although convenient and comfortable, would be greatly improved were it not for the fact that they have no lease of the water-front and property adjoining, which belong to Mr. E. A. Stevens.

The regattas of the club take place in July each year, at which prizes are presented to the winning yachts, and those contests have been usually very exciting and interesting.

There is one marked feature in the rules of the Club which tends very much to the proficiency of the members, and increases their interest in yachting—viz. that none but *bona fide* members are permitted to handle the tiller in a regatta.

Another of their rules is, that no *professionals* are admitted to membership.

The number of active members at present is about one hundred.

FIRST REGATTA, SEPTEMBER 16, 1856.—LIST OF ENTRIES.

First Class.—Audubon, entered by H. Byron; Walton, by A. Barber; Restless, by G. L. Haight.

Second Class.—Wanderer, entered by William T. Cushing; Frolic, by J. B. Livingston, Jr.; Anna, by William H. Curtis; Ettie, by H. E. Bailliére; Flying Cloud, by L. Thompson.

Prizes won by the Walton, first class; and Anna, second class.

REGATTA OF JUNE 24, 1857.

First Class.—Smoothing Iron, Pastime, Louise.

Second Class.—Estelle, Banshee, Spencer Kirby, Audubon, Frolic, Ada, Wanderer.

Third Class.—Emily, Anna, Walton, Blue Jacket.

The prizes were won by the Smoothing Iron, first class; Estelle, second class; and Walton, third class.

REGATTA OF JUNE 15, 1858.

First Class.—Alice, Secret.

Second Class.—Louise, Wanderer, Clickner, Banshee, Jane.

Third Class.—Zephyr, Lightfoot, Anna, Frolic, Walton.

The prizes were won by the following boats: first class, Secret; second class, Clickner; third class, Walton.

REGATTA, JUNE 18, 1859.

First Class.—Edgar, Secret, Syren, Louise, Alice, Leader.

Second Class.—Arbitrator, Fannie Townley, Clickner, Jane, Restless.

Third Class.—Manahatta, Anna, Emma, Walton, Zephyr.

Prizes awarded to the Laura Keene, Fannie Townley, and Walton.

REGATTA, JUNE 16, 1860.

First Class.—Mallory, Daisy, Twilight, Secret.

Second Class.—Syren, Manahatta, Wanderer.

Third Class.—Fannie Townley, Vesper.

Fourth Class.—Prima Donna, Restless, Jane, Anna.

Prizes were awarded to the Daisy, Syren, Vesper, Prima Donna.

Regatta of 1861 was postponed on account of the troublesome times.

REGATTA, JUNE 21, 1862.

First Class.—Panic, Syren, Dart, Osprey.

Second Class.—Anna, Restless, Wave, Prima Donna, Julia Bayne.

Prizes were awarded to the Panic and Julia Bayne.

REGATTA, JUNE 26, 1863.

First Class.—Dart, Panic, Osprey, Julia Bayne.

Second Class.—Anna, Wave.

Prizes awarded to the Julia Bayne and Anna.

REGATTA, SEPTEMBER 10, 1864.

First Class.—Harriet, Bertha.

Second Class.—Nellie, Cornelia.

Third Class.—Maggie, Carrie.

Prizes were awarded to the Bertha, Nellie, and Carrie.

REGATTA, JUNE 19, 1865.

First Class.—Vesper, Cornelia, Glance, Harriet, Adelaide, Geneva.

Second Class.—Nellie, Carrie, Maggie, Tiger's Cub.

Prizes were awarded to the Cornelia and Carrie.

The course for regattas usually was from the Club-House to a stake-boat off buoy thirteen, and return to stake-boat off the Club-House.

The Club had several balls for the first few years after its organization; but since, and some time previous to the breaking out of the civil war, they have had no regular ball: but, for several winters, sociables have been held at the Club-House, where ample amusement was afforded the members and their immediate friends. It is the intention of the members to have sociables an institution of the Club.

The annual regatta, 1866, was sailed on the 15th of June. The course was from the judges' boat opposite the Club-House to a stake-boat up the river some ten miles—just above Fort Washington. The entries were few, but they were some of the best boats of the club.

The entries upon this occasion were the following:

First Class—Cornelia, C. Fox, owner; Broadbill, F. Renwick, owner; Nellie, S. Griswold, owner; Sirius, J. Foley, owner.

Second Class—Carrie, N. Vuillaume, owner; Cub, Blague Covell, owner.

Everything being in readiness, at ten o'clock and forty minutes the first gun was fired to make ready; and it was a sight worth seeing to observe the activity and life everywhere manifested on board these diminutive vessels. At ten o'clock and forty-five minutes the second gun was discharged, and, dexterously slipping their cables, away they went, the Cub getting the best of the start. The breeze was very light, direct from the south; but as a strong flood-tide was setting, the boats moved along at a good rate, the Cornelia taking the lead.

The yachts arrived off Guttenburg as follows:—First, Cornelia, by about a length; second, Carrie; third, Broadbill; fourth, Cub; fifth, Nellie.

At the stake-boat the Carrie (second class) turned first at 12.13; second, Cornelia (first class), 12.13 $\frac{1}{2}$; third, Broadbill, 12.16; Cub, 12.19; Nellie, 12.22.

At Fort Washington the Carrie took the lead; but this did not last many minutes, for the Cornelia would not be denied her place, and again went in front.

The beating down the river was very exciting. They passed the stake-boat in the following order: Cornelia, winning first-class prize, at 2.22½; Broadbill, 2.41; Nellie, 3.05. Second class:—Carrie (winner), 2.36½; Cub, 2.42½; the winning boat making the round trip in 3.37½.

A fine collation was served up on the termination of the race.

OFFICERS OF THE CLUB SINCE ORGANIZATION.

Officers for 1856.—Abraham Barker, Commodore; William H. Curtis, Vice-Commodore; H. E. Bailliére, Secretary; E. D. Grandval, Treasurer.

Officers for 1857.—A. Barker, Commodore; Henry Byrom, Vice-Commodore; F. R. Peacock, Recording Secretary; T. C. Malloy, Corresponding Secretary; William T. Cushing, Treasurer.

Officers for 1858.—A. Barker, Commodore; Henry Byrom, Vice-Commodore; H. P. Sinclair, Recording Secretary; William B. Baker, Corresponding Secretary; Conrad Fox, Treasurer; William T. Cushing, Measurer.

Officers for 1859.—James T. Bache, Commodore; A. T. Higgins, Vice-Commodore; L. E. Goeke, Recording Secretary; J. Sinclair, Corresponding Secretary; C. Fox, Treasurer; William T. Cushing, Measurer.

Officers for 1860.—Conrad Fox, Commodore; L. E. Goeke, Vice-Commodore; G. P. Fountain, Recording Secretary; W. B. Baker, Corresponding Secretary; J. C. Appleby, Treasurer; William H. Wood, Measurer.

Officers for 1861.—C. Fox, Commodore; W. R. Westervelt, Vice-Commodore; Henry Byrom, Treasurer; T. R. Kenway, Recording Secretary; P. S. Kenway, Corresponding Secretary; J. H. Meeter, Measurer.

Officers for 1862.—C. Fox, Commodore; J. C. Appleby, Vice-Commodore; Peter Kenny, Recording Secretary; T. R. Ken-

way, Corresponding Secretary; H. Cunningham, Treasurer; J. H. Meeter, Measurer.

Officers for 1863.—C. Fox, Commodore; Henry Byrom, Vice-Commodore; T. H. Hutton, Recording Secretary; J. H. Meeter, Corresponding Secretary; J. R. Mitchell, Treasurer; J. E. Pope, Measurer.

Officers for 1864.—Henry Byrom, Commodore; Peter Kenny, Vice-Commodore; E. Matile, Jr., Recording Secretary; J. H. Meeter, Corresponding Secretary; J. R. Mitchell, Treasurer; E. M. Cooke, Measurer.

Officers for 1865.—J. C. Appleby, Commodore; Victor Vuillaume, Vice-Commodore; George Courvoisier, Recording Secretary; Samuel J. Hall, Corresponding Secretary; William H. Henry, Treasurer; Charles McGibbon, Measurer.

The following boats now belong to the Club:

Cornelia, owned by Conrad Fox; Glance, Joseph Gillett; Harriet, P. M. Knight, E. P. Dodge, E. R. Wilson; Broadbill, F. W. Renwick; Sirius, John Foley; Geneva, R. Dumartheray; Carrie, Victor Vuillaume, Vice-Commodore; Tiger's Cub, E. S. Covell, William H. Blague; Tillie, Samuel J. Hall; Edith, E. M. Cook.

UNIFORM.

The uniform of the Club consists of a blue cloth sack, double-breasted, with six club buttons on each side, and four on the cuffs of each sleeve; blue cloth pantaloons, white vest, single-breasted, five buttons; blue navy cap. The officers, in addition to the above, are distinguished by the following marks:

Commodore.—Two shoulder-straps, with silver eagles on the coat. Two silver-fouled anchors in a gold wreath on the cap.

Vice-Commodore.—Two shoulder-straps, with double-fouled anchors in silver on the coat; one silver-fouled anchor in gold wreath on the cap.

Secretaries, Treasurer, and Measurer.—Two shoulder-straps, with single-fouled anchors in silver on the coat; gold wreath with silver initials on the cap.

Honorary Members.—Double-fouled anchors in gold on left collar of coat; Club flag embroidered on the cap.

Members.—One plain gold anchor on left collar of coat; Club flag embroidered on the cap.

Captains of Yachts.—One fouled anchor in gold on each collar of coat; one fouled anchor in gold on the cap.

JERSEY CITY YACHT CLUB.

Organized July 23, 1858. Chartered March, 1866. Club-House, Central Railroad Pier, Jersey City. List of officers since organization :

Officers for 1858.—Commodore, William J. Van Duser; Vice-Commodore, Samuel Pearson; Treasurer, — Gannett; Secretary, Albert Mason; Measurer, Peter Miller.

1859.—Commodore, William J. Van Duser; Vice-Commodore, Samuel Pearson; Treasurer, — Gannett; Secretary, Albert Mason; Measurer, Peter Miller.

1860.—Commodore, William J. Van Duser; Vice-Commodore, Philip Van Wart; Treasurer, William Baker; Secretary, Maurice Fancon; Measurer, Peter Miller.

1861.—Commodore, William J. Van Duser; Vice-Commodore, Peter Miller; Treasurer, William Baker; Secretary, Maurice Fancon; Measurer, Stephen P. Hill.

1862.—Commodore, William J. Van Duser; Vice-Commodore, Peter Miller; Treasurer, William E. Pearson; Secretary, Maurice Fancon; Measurer, Stephen P. Hill.

1863.—Commodore, Henry Elderd; Vice-Commodore, John Ward; Treasurer, William Clarke; Secretary, Mortimer Jahne; Measurer, Stephen P. Hill.

1864.—Commodore, William J. Van Duser; Vice-Commodore, John Ward; Treasurer, William E. Pearson; Secretary, Mortimer Jahne; Measurer, Stephen P. Hill.

1865.—Commodore, Henry C. Walton; Vice-Commodore,

Frederick Grain, Jr. ; Treasurer, Adrian B. Reynolds ; Secretary, William Clarke, Jr. ; Measurer, Stephen P. Hill.

1866.—Commodore, Henry C. Walton ; Vice-Commodore, Peter Miller ; Treasurer, Adrian B. Reynolds ; Secretary, William Clarke, Jr. ; Measurer, Stephen P. Hill.

Board of Directors.—Henry C. Walton, Andrew Clerk, Peter Miller, William J. Van Duser, Adrian B. Reynolds, Daniel Berrian, William Clarke, Jr., Sheppard Homans, Stephen P. Hill, Joseph G. Hill, Henry Jahne.

REGATTAS OF THE JERSEY CITY YACHT CLUB.

First annual regatta was sailed September 1, 1858, with the following entries : North Star, Zephyr, Phantom, Gertrude, Louisa, Comet, Sarah, A. Z., Eugenie, Marion, Foam, and the William J. Van Duser. The course was from the Judges' boat around the buoy south of Sunken Island, and back to the starting-point : this course to be sailed over three times. The Eugenie carried off the prize. The judges were Stephen Quaife, George T. Appleton, and Joseph McManus. We will here state that a regatta was sailed on Wednesday, August 18, 1858, of which no details have been preserved.

Second annual regatta was sailed on Wednesday, June 22, 1859. The day was remarkably fine ; the breeze was a little too strong for some of the smaller craft, but it only made the sport the more exciting. There were over fifteen hundred spectators present, who assembled in the vicinity of the Club-House for the purpose of witnessing the race, and they had a most excellent opportunity, as the stake-boats were all in view, and the same ground was gone over three times, making a distance of between eighteen and twenty miles. The following are the names of the boats, and by whom entered :

First Class.—Florence Grinnell, entered by B. F. Grinnell ; Howadji, S. Pearson ; Petrel, P. Miller ; Marion, P. Hill ; Eugenie, W. W. Van Duser ; Foam, Captain Hanford ; D. P. Smith, Robert L. Smith.

Second Class.—Ariel, entered by F. Grain, Jr. ; North Star, A.

B. Reynolds; Tide Water, Captain Eansen; Incognita, T. Herrsted; Gertrude, J. Ward, Jr.; Gazelle, A. Clerk; Harvey G. Fowler, P. Van Wart; Mary, John Stevens.

The route was from the Judges' stake-boat, near the Club-House; from thence to the stake-boat between Ellis's and Bedloe's Islands; thence to the stake-boat, near Cavan Point, returning to the Judges' boat. The *Eugenie*, owned and sailed by W. J. Van Duser, Commodore, received the prize, a silver cup, in the first class; and the *Gazelle* received the first prize, also a silver cup, in the second class. The *Eugenie* sailed at a quarter past one o'clock, and came up to the Judges' boat on the third trip at three o'clock and twenty-five minutes, having sailed the distance in two hours and nine minutes. The time of the *Gazelle* was two hours thirty minutes and forty-five seconds.

Judges.—John B. Rae, Joseph McManus, and George F. Poin-dexter.

The autumn regatta was sailed September 6, 1859, with the following contestants:

First Class.—*Eugenie* and D. P. Smith.

Second Class.—Howadji, Petrel, and Marion.

Third Class.—Zephyr, Howadji, of Mystic; Gertrude, and Mary.

The course sailed was the same as in the annual regatta of June. The *Eugenie*, Petrel, and Gertrude, won the prizes.

Third annual regatta was sailed June 13, 1860, passing off in a highly successful and spirited manner, with a list of twenty-four entries, as follows:—

First Class.—North Star, Ariel, Thorn Walling, Zephyr, Kill Time, Gertrude, Gazelle, H. G. Fowler, and Mary.

Second Class.—Cora, Wave, Silvie, Howadji, Petrel, Black Bird, J. Bradish, and Amphitrite.

Third Class.—Dreadnought, Quickstep, Foam, W. J. Van Duser, D. P. Smith, D. Lockwood, and J. Colgate.

The first class boats started from the Judges' yacht off the Club-House, thence down the bay to buoy No. 13, and return. Second and third classes started from the Judges' boat, and

proceeded to a stake-boat between Ellis's and Bedloe's Islands, thence to stake-boat moored off Fish Point; thence to home stake-boat. Course to be sailed over three times. The prizes were a silver goblet for the winner of each class. The "Kill Time" won the first prize, the "J. Bradish" the second, and the "Dreadnought" the third. Judges: William B. Dunning, John B. Rac, and Peter Harned.

In 1861 and 1862 no annual regattas were sailed by this club.

Sixth annual regatta was sailed June 23, 1863. The day was very fine. The Club-House was profusely decorated with bunting, and filled with a numerous and select assemblage of ladies.

The course for the second and third class yachts was from a stake-boat anchored off the Club-House, to a stake-boat near Bedloe's Island, passing it to the north and east; thence to home stake-boat, passing at the north and west; the course to be sailed over three times, making a distance of twelve miles. The course for the first-class boats was from the judges' boat, down the bay to Red Hook, and back, and repeat; making a distance of twenty miles.

The annexed regulations in starting were observed. The smallest boat in each class started first, commencing with the third class, at intervals of thirty seconds between the boats. One minute interval between the classes. The second and first classes started in the same manner, a similar interval of time between the boats being allowed. Allowance of time, two minutes to the foot. The first class boats measured twenty-five feet and over; the second class twenty feet, and under twenty-five; the third class all under twenty feet. The following contestants sailed the race:

First Class.—Rachel, Chase, and Hooper, twenty-six ft. five and a half in.; Colleen Bawn (new), H. T. Elderd, twenty-seven ft. four and three-quarter in.; Edward Reed (new), E. Reed, twenty-eight ft. four in.; Eugenie, W. J. Van Duser, thirty ft. nine in.

Second Class.—Empire, Victor Piard, twenty-nine ft. five and a half in.; Emily, James Mayer, twenty-one ft. three and a quar-

ter in.; Sylvia, P. Hill, twenty-one ft. six in.; Black Bird, W. Gettinger, twenty-three ft. four in.

Third Class.—Nettie, J. W. Dean, sixteen ft. seven in.; Quinsigamond, T. Howe, sixteen ft. seven in.; Salus (new), D. Walton, seventeen ft. two in.; Gertrude, John Ward, eighteen ft. two in.; Comet, S. C. Ketchum, eighteen ft. four in.

Each boat sailing in the regatta carried the Club signal at the peak, and her number, making it easy for the spectators to distinguish them.

Shortly after twelve o'clock we were off with a good breeze blowing from the west and southward. For the first turn over the course, and a portion of the second, the yachts kept well together, but subsequently they became a good deal scattered. The new yacht, Colleen Bawn, of the first class, had a fair prospect of winning the first prize, when she carried away some of her rigging, and was obliged to relinquish the contest. The Nettie was also disabled, and drew out from the regatta. One or two others met with minor accidents. The race was finally won by the annexed boats:

Third Class.—The Comet won the first prize by seventeen minutes and ten seconds. The Gertrude won the second prize.

Second Class.—Sylvia won the first prize, by thirty-nine seconds; the Empire winning the second prize.

First Class.—The Rachel won the first prize by eight minutes and ten seconds. The Eugenie, the second prize, by six minutes.

The Judges were John B. Rae, Stephen Quaife, George S. Appleton, and G. Morton.

In 1864 no annual regatta was sailed by this club.

Eighth annual regatta was sailed June 20, 1865, with the following entries:

First Class.—Salus, Petrel, Sunny Side, and Winnie.

Second Class.—Gazelle, Lizzie, Neptune, Zephyr, Jessie, Nettie, and Sea-Bird.

Course was from Judges' yacht outside of Central Railroad, around buoy off Robin's Reef light, thence around a stake-boat off Pollock's Dock, thence back to the buoy off Robin's Reef,

and thence home, passing Bedloe's Island to the eastward. Distance sixteen miles. Prizes: First class, silver goblet; second class, marine glass. The *Salus* won the first prize; the *Nettie* the second class prize.

Judges: Charles H. Murray, Richard A. Wood, and S. Quaife.

Ninth annual regatta was sailed on Wednesday, June 20, 1866, and was one of the most spirited ever arranged by the Jersey City Yacht Club, who have from the date of their formation, as far back as 1858, enjoyed deservedly the good-will and respect of all lovers of American yachting, for the efforts and exertion they have made to promote yachting pastime in the waters of New York Bay. The Club was favored with a fine breeze blowing steadily from the south-west, just strong enough for the boats belonging to the Association. The neat steamboat *Chicopee* was chartered for the occasion, and she was filled to overflowing with the members, their friends and invited guests. She left the Cunard dock shortly before the start, and accompanied the boats over the course, which was as follows: From the flag-boat, anchored outside of the trestle of the Central Railroad, off the Club-House, to a stake-boat anchored off Coney Island Point, passing it to the east and south; thence back to the starting point, passing the flag-boat to the west and north. The second class yachts started from the same point and sailed around Fort Lafayette, passing it to the east and south; thence back to the flag-boat, passing it to the west and north. The first class yachts are those measuring over twenty-three feet; the second class, those measuring twenty-three feet and under. The first class were allowed for time two seconds per square foot of canvas, and the second class two and a quarter seconds per square foot.

The following yachts entered and started:

First Class.—*Salus*, Commodore Walton, one thousand and fifty square feet; *Virginia*, Captain Hill, one thousand one hundred and forty feet; *Severn*, Captain Duncup, nine hundred and twenty-seven feet; *Jennie*, Captain Selah Hill, six hundred and seventy-seven feet; *Nameless*, Captain Homan, six hundred and

seventy feet; *Lotus*, Captain Janeway, five hundred and seventy feet; *Psyche*, Captain Pearson, five hundred and forty feet.

Second Class.—H. C. Walton, Commodore Walton, four hundred and fourteen feet; *Zoray*, Captain Wadsworth, three hundred and eighty-nine feet; *Comet*, Captain Ketchum, two hundred and eighty-five feet; *Lizzie*, Captain H. Jahne, two hundred and twenty-seven feet; *Zephyr*, Captain C. Smith, two hundred and one feet; *Neptune*, Captain Reynolds, one hundred and ninety-seven feet.

At about twenty minutes past one o'clock the signal started them off handsomely, and for some time they kept well together, the Walton, *Comet*, and *Zoray*, leading the second class boats around Fort Hamilton; and the *Salus*, *Virginia*, and *Jennie*, leading the first class boats at turning of the outer stake off Coney Island Point. The return trip, although close and exciting, did not change the positions of the competitors very materially, and they reached the home flag-boat as follows: Of the first class boats, *Salus*, winner of the first prize, at three o'clock fifty-four minutes; *Virginia*, at four o'clock; *Jennie*, at four o'clock and four and a quarter minutes; *Nameless*, *Severn*, *Lotus*, and *Psyche*, following in the order they are named, fifteen minutes later. The *Jennie* was awarded the second prize. The prizes were, first, an elegant marine glass; second, an octagon silver medal with the winning boat in relief, and an appropriate inscription. The prizes for second class boats were silver medals.

Of the second class boats the Walton reached the home stake-boat first, at three o'clock twenty-five and a half minutes; *Comet* second, at three o'clock twenty-seven and a half minutes; *Zoray* third, at three o'clock and thirty-two minutes; *Lizzie*, *Neptune*, and *Zephyr*, in the order of their names. The *Comet* was declared the winner of the first prize for second class yachts. The Walton was awarded the second prize in this class.

Soirée of Jersey City Yacht Club.—The first and only ball ever given by this Club was held on Tuesday evening, February 14, 1860, at Metropolitan Hall, Jersey City, under the direction of the following committee, appointed by Commodore Van

Duser, viz. Messrs. Grain, Miller, Pearson, Murray, Jahne, Mason, Van Wart, Clerk, Jardine, Negus, Sherman, Reynolds, Hill, Lamb, and Grinnell. The room was crowded with "fair women and brave men;" constituting a most brilliant assemblage. The decorations, comprising the colors, signals, etc., of the numerous yachts of the squadron, were elegantly and tastily festooned around the walls of the hall, forming appropriate and showy ornaments; while, to cap the climax, Noll's superb music discoursed their sweetest notes during the evening. All present enjoyed the occasion to the top of their bent, and the fair devotees of Terpsichore paid homage to their deity in quadrille, polka, redowa, and schottische,

"Till the night grew grey in the coming dawn."

THE CLUB-HOUSE.

When the Central Railroad erected their bridge across the bay, it seriously incommoded the sailing facilities of the Club, as it almost sealed them in, leaving for their egress only a small gap of about forty feet in width, at the eastern portion of the network, and at a very inconvenient distance from the Club-House. Therefore it became necessary to change its location. At present the Club-House is built upon piles, connecting by bridge to the end of pier on the south side of the track of the New Jersey Central. The Club-House is well protected from storms by the bulkhead in front. The anchorage is very fine, leaving a depth of five feet at low water. The house is tastily and neatly furnished, and is ornamented with handsome marine pictures and models of the various yachts belonging to the fleet. From it may be enjoyed a delightful view of New York Bay, the Hudson river, and the City of New York.

YACHTS OWNED BY THE CLUB FOR 1866.

Salus, H. C. Walton, thirty-four ft. six in.; Virginia, S. P. Hill, thirty-three ft.; Severn, A. D. White, thirty-three ft.; Jennie, S. W. Hill, thirty ft.; Lizzie, Schoonmaker, thirty ft.; Lotua, W. & F. Janeway, twenty-seven ft. six in.; Psyche, P. Miller, twen-

ty-eight ft.; Nameless, S. Homans, twenty-eight ft.; Zoray, W. Woodworth, twenty-three ft.; Walton, H. C. Walton, twenty-two ft. ten in.; Comet, S. C. Ketchum, eighteen ft. five in.; Sunny Side, J. R. McComb, twenty ft.; Gazelle, A. Clerk, eighteen ft.; Lizzie Smith, G. Smith, seventeen ft.; Jessie, C. H. Murray, sixteen ft. six in.; Neptune, H. Teazy, sixteen ft. six in.; Zephyr, C. A. Smith, sixteen ft. five in.

UNION YACHT CLUB.

The Union Yacht Club of New York was founded January 7, 1864, and incorporated March 14, 1865. Their first annual regatta was sailed on the 27th July, 1864. The course was from a stake-boat off New Brighton, Staten Island, to a boat moored off Owl's Head, Long Island, and return—making a distance of some twenty-seven miles. The following yachts competed: Mist, forty tons, C. J. Ketchum; Lillie, ten tons, Commodore James; Katydid, fourteen tons, L. Ketchum; Pauline, fourteen tons, Messrs. Peters; and the Iris, fourteen tons, M. Willett. The Lillie, while proceeding from Cold Spring to the rendezvous, encountered a severe gale, which prevented her from taking part in the race. The Katydid came in first, the Pauline second, and the Iris third.

At the time of the Union Club's formation they numbered thirty-five members, and owned six yachts. The Union Club did not have any annual regatta in 1865, but in lieu thereof, a match race between the Lillie, twelve tons, Vice-Commodore Julian James, and the Katydid, fourteen tons, Landon Ketchum, took place on the 25th June. The course was as follows: From a stake-boat off New Brighton to red buoy No. 18; thence to South-west Spit, and return, passing buoys 7, 9, 11, 13, 15 on the West bank, to the eastward.

The yachts got under way at 11.58 $\frac{3}{4}$. They rounded buoy 18 as follows: Lillie, 12.17 $\frac{1}{4}$; Katydid, 12.18. The Katydid passed the Lillie on the down-stretch at about one P.M. The

Lillie, however, regained her position by 1.20 P.M. They rounded South-west Spit as follows: Lillie, 1.58; Katydid, 2.01 $\frac{1}{4}$.

At can-buoy No. 11, the Lillie was six minutes ahead. The Katydid, however, passed the Lillie about half an hour before they reached Fort Lafayette. They rounded buoy 18 as follows: Katydid, 5.36 $\frac{1}{4}$; Lillie, 5.39 $\frac{1}{4}$. They reached the stake-boat off New Brighton as follows: Lillie, 6.11; Katydid, 6.13 $\frac{3}{4}$. The Lillie had an allowance of four minutes, and was the victor by six minutes and thirty-two seconds.

The yachts were ably sailed (by owners), and the race closely contested. Several yachts of the Brooklyn and Hoboken Clubs, and a party of gentlemen in steamer J. C. Gibbs, accompanied the boats over the course.

The third annual regatta of the Club was sailed on Thursday, June 13, 1866. The course was from a stake-boat in Gowanus Bay to the South-west Spit and back, for a prize of a silver set, valued at one hundred and fifty dollars. Three yachts, the Glance, Mist, and Fonchie, were entered, but the Mist did not start. At twenty-five minutes past ten o'clock the yachts started with a fresh wind from the west. Passing Fort Lafayette the Fonchie was a few minutes ahead. The steamer with the regatta committee on board steamed for the South-west Spit, where she arrived in time to see the vessels round the buoy at the following time: Fonchie, 12.07; Glance, 12.21. On the way down, the Fonchie was sailing under jib and mainsail—the Glance having the same, with the addition of her gaff-topsail. After rounding the buoy to return, the Fonchie set her jib-top-sail, but it did not prevent the little Glance from gaining on her. The Fonchie reached the stake-boat at 1.51, the Glance not arriving until two o'clock—the Fonchie thereby winning the race. The Fonchie was allowed three minutes and fifteen seconds over her rival, being a sloop of thirty-four feet and nine inches in length, while the length of the Glance was thirty-eight feet. Both vessels were allowed as much sail as they could carry.

The Club is in a very flourishing condition, and its growth thus

far has greatly exceeded the expectations of its founders. The members are all young men, and practical amateur yachtsmen. The Club-rooms are situated at 177 Fifth Avenue, and are adorned with models, yachting-pictures, etc.

Officers of the Union Yacht Club in 1864.—Commodore, Julian James; Vice-Commodore, M. Willett.

Officers for the Year 1865.—Commodore, Charles G. Ketchum; Vice-Commodore, Julian James; Recording Secretary, E. H. Lacombe; Treasurer, E. F. Crary.

Officers for the Year 1866.—Commodore, Charles J. Ketchum; Vice-Commodore, Julian James; Recording Secretary, John A. Johnson; Treasurer, E. Henry Lacombe; Corresponding Secretary, Edward F. Crary; Measurer, William Potter; Regatta Committee, J. De Lancey Neil, Edward F. Crary, Joseph A. Gillett.

IONE YACHT CLUB OF NEW YORK.

The Ione Yacht Club was organized September 12, 1865, with the following list of yachts and owners: Ione, sloop-rigged, twenty-four feet keel, owned and built by William H. Cornet; Flirt, sloop, twenty-one feet long, built and owned by W. H. Cornet; sloop Uncle Ben, twenty-four feet long, owned and built by Joseph A. Weaver; Slipper, sloop-rigged, twenty-two feet keel, owned and built by J. A. Weaver; Twilight, sloop, twenty-six feet long, owned by S. H. Elliott and Charles H. Gage; Laura, twenty feet long, owned by S. H. Elliott; Lurline, sloop, twenty-one feet long, owned by George W. Osborne and Peter Hanlon, built by W. H. Cornet; Saidy, sloop-rigged, seventeen feet long, owned by George Walker.

The regular regatta of the Club was sailed on Wednesday, May 9, 1866.

The course to be sailed over was twenty miles in length, the boats starting from the foot of Fifty-second street, North River, passing up the Hudson and rounding a stake-boat stationed oppo-

site to Pleasant Valley; then returning and rounding a second stake-boat nearly facing the starting-point, and again sailing as far as Pleasant Valley and back.

The following sail-boats, owned by members of the Club, were entered for the race:

The Ione, a twenty-three feet sail-boat, sailed by R. McWinney; the Flirt, a nineteen feet six inches boat, sailed by Commodore W. H. Cornet; the Uncle Ben, a twenty-three feet boat, sailed by James A. Weaver; the Lurline, a nineteen feet six inches sail-boat, sailed by Peter Hanlon.

At fifteen minutes to twelve o'clock the signal was given and the boats started with a good breeze. The Flirt passed the upper stake-boat at $12.34\frac{3}{8}$, the Lurline at $12.35\frac{1}{8}$, the Ione at 12.39, and the Uncle Ben at $12.39\frac{1}{8}$. They passed the second stake-boat as follows: Uncle Ben, $1.46\frac{3}{8}$; Ione, $1.50\frac{3}{8}$; Flirt, 2.23; and the Lurline at $2.24\frac{4}{8}$. On the second round the Flirt carried away her jib and the Lurline swamped on account of the high wind.

The Uncle Ben came in ahead of the Ione at twenty minutes of five o'clock, and four minutes later the second boat reached the pier; the Flirt and Lurline being completely distanced.

The boats were accompanied on the race by the Fawn, owned and manned by members of the Fawn Yacht Club.

On Thursday, June 29, 1866, the boats of the Club sailed a race for two prizes, an ensign and club burgee, and a set of silver.

The starting-point was from a stake-boat anchored off the foot of West Fifty-second street, and the course was thence to and around a stake-boat off Bull's Ferry; thence around a stake-boat off Day's Point, near the Elysian Fields, and back to the first boat. The race was a sail of three times over this course. The boats entered were the Ione, by Robert McWinney; Flirt, by W. H. Cornet; Uncle Ben, by Joseph H. Weaver; Lurline, by Peter Hanlon; Twilight, by W. H. Gage.

The Ione won the first prize, beating the Flirt only twenty seconds. The Twilight did not finish the race.

Officers for 1865—Commodore, W. H. Cornet; Vice-Commo-

dore, George W. Osborne; Recording Secretary, Joseph D. Malone; Treasurer, Joseph A. Weaver.

Officers for 1866—Commodore, W. H. Cornet; Vice-Commodore, G. W. Osborne; Recording Secretary, N. A. Depew; Corresponding Secretary, J. D. Malone; Treasurer, W. E. Winans. Club Rooms, Fifty-second street and Eleventh Avenue.

The Ione Yacht Club held their first annual ball on Wednesday night, February 7, 1866, at the Everett Rooms. The ball-room was handsomely decorated with bunting and yacht ensigns, and the festivities were prolonged until "fair Aurora heralded in the rosy morn."

THE ATLANTIC YACHT CLUB.

The first annual regatta of the Atlantic Yacht Club was sailed on Monday, June 11, 1866.

The entries consisted of two classes, namely, first and second class sloops. There were no schooners or cat-rigged boats represented in the race. The following yachts were entered:—

First Class Sloops.—1. Psyche, Captain Fitch B. Taylor; 2. Annie Laurie, Captain C. P. Low; 3. Black Hawk, Captain G. R. Maxwell; 4. Lois, Commodore Lyman; 5. Dolphin, Captain T. W. Sheridan; 6. Frolic, Captain C. T. Lippitt.

Second Class Sloops.—1. Agnes, Captain Edward Harvey; 2. Lizzie, Captain W. H. Langley; 3. Alida, Captain Philip Bra-
sher; 4. Nameless, Captain Sheppard Homans; 5. Hector, Captain William Peet; 6. Imp, Captain H. W. Hubbell, Jr.; 7. Zaidee, Captain C. T. Litchfield.

The course was from the anchorage-ground off the Club-House to and around a stake-boat off Coney Island, turning the same from east to west; thence to a stake-boat off buoy No. 9, at the tail of the West bank, turning the same from the eastward and home, steering to the eastward of the West bank buoys on the way up. No allowance was made for the size of sails or tonnage, each yacht-owner being allowed to crowd on all the canvas

he desired. The rules also provided that each boat should be sailed by its owner or a member of the Club, and this added greatly to the interest of the race. It was amateur pitted against amateur.

The wind was so light that the race turned out to be merely a drifting match, and the trial was far from being a satisfactory test of the speed of the boats. The day was, however, a beautiful one, and the excursionists enjoyed the gala-day with great zest.

Soon after 12 m. the signal was given from the deck of steam-tug William Fletcher, which conveyed the judges and invited guests, and the yachts moved off in good style, under a favorable but light wind. The view of the start was very fine. As the boats passed through the Narrows, the Lizzie, of the second class, which led at the start, was distanced by the Agnes, Alida, and Hector, of her class, and the Psyche of the first class. The Coney Island stake-boat was passed in the following order: Psyche, Black Hawk, Alida, Annie Laurie, Hector, Frolic, Agnes, the time being about 1.20 o'clock. The Hector and Agnes took the lead on the home stretch, beating the Psyche; but the latter vessel soon overhauled her competitors, and but for the wind dying away would have led the turn at the home stake. The Hector and Agnes, however, came in first.

The prizes were won by the Psyche, of the first class, and the Hector of the second class. The first annual regatta of the Atlantic Yacht Club passed off in a highly successful manner, and the committee of arrangements deserve great credit for the good taste with which this, their first effort in the yachting world, was carried through.

THE OFFICERS OF THE ATLANTIC YACHT CLUB.

Commodore, T. C. Lyman; Vice-Commodore, Wm. M. Bra-
sher; Secretary, C. T. Lippitt; Treasurer, G. Rogers Maxwell;
Measurer, Edward Harvey; Chaplains, Revs. A. A. Willets and
James Eells.

The Regatta Committee were Messrs John. T. Moore, Oliver
G. Carter, William N. Puffer, Charles Condit, and Benson Van

Vliet; and the Judges, Messrs. William M. Mannica, Lucien Birdseye, and John T. Moore.

OCEAN VOYAGE OF THE YACHT ALICE.

The sloop-yacht Alice, owned by Mr. T. D. Appleton of Boston, and commanded by Captain Arthur H. Clark, sailed from that city on the 11th of July, 1866, and arrived at Cowes, England, on the 30th of July, making a fine passage across the Atlantic in nineteen days, six hours, and twenty minutes.

For three days, off the banks of Newfoundland, she encountered heavy gales, and found that she was in company with large vessels under reefs during the storm, passing them with double-reefed mainsail and bonnet off the jib. The remainder of the passage she had favorable winds, with only two days' calm weather. The wind was generally from the south-west and north-west. The Alice is the only yacht that has crossed the Atlantic with her racing sails. The Alice was built in Boston, and is twenty-seven tons American measurement, fifty-three feet long, seventeen feet six inches beam, and draws six feet two inches of water. She spreads one thousand and three hundred yards of canvas. At the regatta in Boston, of July 4, 1866, she came in a good second, being beaten only four minutes by a larger boat, the Edwin Forrest, a pilot-boat.

When only a short distance from the American coast, inward-bound steamers, vessels, and pilot-boats, hailed the Alice, supposing she had been blown out to sea, and were greatly surprised when they learned she was bound on a voyage across the Atlantic. When about half-way across she was an object of much curiosity. When hailed and asked if anything could be done to assist her, if she required a supply of bread and water, the answer invariably was: "No, thank you; we are comfortable enough." When within two days' sail of the English coast, on answering the various questions, and particularly the inquiry of how long out, "Seventeen days from Boston," the old salts refused to believe any such

statement. But one vessel outsailed her, and she was an East Indiaman.

At the annual regatta dinner of the Royal Yacht Squadron, given at the Castle, Cowes, August 8, 1866, the Commodore said he had a pleasing toast to propose, which was, "The health of Mr. Appleton, the owner of the Alice." He was delighted to see American gentlemen coming amongst them, as they obtained some good and useful hints from them, and they were thus enabled to make great improvements on their own lines. It was really a most gallant act for the owner and a son of the great poet Longfellow, with the assistance of only three men, to cross the Atlantic in so small a vessel.

This toast was most enthusiastically received.

SAILING REGATTA IN BOSTON.

On the Fourth of July, 1866, the friends of yachting in Boston arranged an interesting regatta as a portion of the celebration of "Independence Day" in that city. There had been no sailing regatta of any great importance in Boston for nearly twenty years, and those friendly to yachting recreation resolved to render the aquatic demonstration a success. The city authorities also gave the affair their influence and aid. The result was, that more than fifty yachts entered.

First Class.—Yachts measuring over fifteen tons (new measurement)—allowance of time fifty seconds per ton. Schooner Surprise, 32 tons, keel; schooner C. Barclay, 25.50 tons, keel; schooner Edwin Forrest, 36.16 tons, keel; schooner Glimpse, twenty-three tons, keel; schooner Minnie, 20.25 tons, keel; sloop Alice, 27.44 tons, keel; schooner Nettie, 54.34 tons, centre-board; sloop Psyche, 20.45 tons, centre-board.

Second Class.—Under fifteen and over five tons—allowance fifty seconds per ton. Sloop Kelpie, 7.7 tons, centre-board; sloop Tartar, 12.86 tons, centre-board; sloop Iris, 11.52 tons, centre-board; sloop Scud, 5.63 tons, centre-board; sloop Violet, 11.00

tons, centre-board ; sloop Napoleon, 8.07 tons, centre-board ; schooner Dawn, 6.37 tons, keel ; schooner Ranger, 6.00 tons, keel ; schooner J. Q. Adams, 5.91 tons, keel ; schooner Osceola, 7.04 tons, keel ; schooner Mercury, 6.92 tons, keel ; sloop Mist, 5.80 tons, keel ; sloop Columbia, 12.95 tons, keel.

Third Class.—Yachts under five tons—allowance of time, one minute per foot. Sloop Echo, length, twenty-six feet, centre-board ; sloop Mary Ellen, length, thirty-three feet, centre-board ; sloop Magic, length, twenty-five feet two inches, centre-board ; sloop Mandy, length, twenty-one feet, centre-board ; sloop Coquette, length, twenty feet, centre-board ; sloop White Boat, length, twenty-two feet, centre-board ; sloop Secret, length, twenty-two feet, centre-board ; sloop Plymouth Rock, length, twenty feet, centre-board ; schooner Clithero, length, —, centre-board ; schooner Marion, length, twenty-seven feet ; sloop Sonoma, length, twenty feet, keel ; sloop Little Nellie, length, twenty-two feet, keel ; schooner Ariel, length, twenty feet, keel ; schooner Ion, length, twenty-one feet, keel ; sloop Eclipse, length, twenty-four feet, keel ; schooner North Star, length, twenty feet, keel ; sloop Macduff, length, twenty feet, keel ; sloop Ceres, length, twenty-five feet, keel ; sloop Mary Elizabeth, length, twenty feet, keel ; schooner Minnehaha, length, twenty feet, keel ; sloop Parqueta, length, twenty-four feet, keel ; schooner Adelaide, length, twenty feet, keel ; sloop Scout, length, twenty-one feet, keel ; schooner Arion, length, twenty-one feet six inches.

At 2.15 P.M. the first class got under way, followed at 2.48- $\frac{1}{2}$ by the second class, and at 3.10 by the third.

The stake-boat off Nahant was turned by the Nettie at 6.10- $\frac{1}{2}$; Edwin Forrest, at 3.15 ; Surprise, at 3.19 $\frac{3}{4}$; Alice, 3.19 $\frac{1}{2}$; and Psyche, 3.20 $\frac{1}{2}$.

During the latter portion of the race the wind increased to a gale, rendering it extremely hazardous for the smaller yachts to complete the course.

The winners were, in the first class, Edwin Forrest and Nettie ; second class, Mist and J. Q. Adams ; third class, Clithero, Electra, and Marion.

One good effect of the above regatta has been the formation, in December, 1866, of the Boston Yacht Club, the object of which, as stated in their circular, is "to bring together all the yachtsmen of the New England coast, and to include in its numbers, not merely the owners of our numerous fleet of yachts, but all who are interested in the healthful and invigorating recreation afforded by fishing and sailing along our coast. The more practical objects of the Club will be to preserve and perpetuate a record of all yachts owned in New England waters, the names of their builders, their owners, the changes of ownership, their measurement both in hull and area of sails, the peculiarities of each model and rig, and their special sailing qualities; thus making an invigorating pastime to furnish its contribution to nautical science and naval architecture."

VOYAGE OF THE RED, WHITE, AND BLUE.

The ship Red, White, and Blue, hailing from New York, is 2 $\frac{38}{100}$ tons register. Her dimensions are: Length, twenty-six feet; breadth of beam, six feet one inch; depth of hold, two feet eight inches; from deck to keel, three feet. The sails consist of fore-topmast staysail, jib and flying jib, fore, main, and mizzen courses, topsails, topgallant sails, and royals and spanker. All these are bent to set just as in a ship of one thousand tons. In addition to these plain sails, the Red, White, and Blue is provided with foretopmast stunsails, main trysail and storm fore staysail and trysail. The stores taken on board consisted, first, of twelve ten-gallon kegs of water, two hundred pounds of bread, five pounds of coffee, two pounds of tea, ten pounds of butter, four boxes of smoked herrings, one dozen cans of milk, fifteen pounds of smoked beef, seventeen pounds of cheese, four bottles of pickles, mustard, pepper, salt and sauce, two bottles of brandy, one bottle of whiskey, and one bottle of bitters. To these were added, as a gift by Mr. Isaac Reckhow, of Brooklyn, two dozen cans each of the following preserved provisions: Roast beef, roast

turkey, roast chicken, and mutton soup. Mr. Reckhow also presented Captain Hudson with his dog Fanny.

The date of sailing was fixed for the 9th of July, 1866, and on that day Mr. Fitch boarded the ship in Whitehall slip, and at 11.30 A.M. took her down to Red Hook Point. At the same time Captain Hudson went to the New York Custom-House, took out a register, a clearance in ballast, a crew-list, a bill of health, and went through precisely the same formula as if his craft was a clipper packet. A steamboat called the Silas O. Pearce took the Red, White, and Blue in tow as far as the light-ship off Sandy Hook. About five P.M. the adventurers cast off their tow-line and fairly commenced their voyage. Before returning to the city the steamer ran alongside, and the friends of the two resolute seamen gave each of them "three cheers and a tiger."

The little ship then set sail, and stood out to sea with a light breeze from south-west. At half-past seven the wind shifted to the north-west, and freshened so much that the little craft "shipped plenty of water." The crew made the unpleasant discovery that the decks leaked badly, for there were soon four inches of water in her, and their bed and provisions were wetted. They would have acted wisely to have run back to New York and repaired defects, but they stood resolutely on their course and determined to make the best of a bad business. At nine P.M. they managed to lose their signal lamp overboard. They passed vessels standing in for New York and to the eastward, and at midnight took their departure from the Highlands of Navesink, which bore west by north-half-north, distant twenty miles. From this time commenced the ordinary routine of a ship at sea. Captain Hudson and his mate kept watch and watch. Of course the "watch on deck" had to steer the ship. If, therefore, it was necessary to take in sail, the "watch below" had to be hurried out for the purpose, and had also to perform all other necessary ship's duties. Their first day out commenced with a fresh north-east wind and a heavy swell. Hudson had to turn out to shorten sail, and the ship kept very well to the

wind with only the fore-topsail. During that forenoon they spoke two pilot-boats and reported how the ship worked so far. There was a "kerosene" stove on board to burn coal oil, but the ship pitched and rolled about too much to use it. The consequence was that the two men, though nearly always wet through, were very seldom able to make tea and coffee, or warm their provisions. The first day's work, close-hauled, gave the distance run forty-two miles. On the second day the winds were lighter, the weather finer, so that they were able to make coffee and bale out the ship. The distance run in the twenty-four hours was forty-nine miles. On the 12th of July the wind shifted to the westward, with fine weather, and the men were able to partially dry some of their wet clothes, and to make some warm mutton soup, which is recorded as "the best ever tasted out of cans." Towards evening the wind freshened, and the little craft began to bowl off six or seven knots an hour, and in the course of that twenty-four hours made the excellent run of one hundred and sixty-eight knots. On the 13th they made the discovery that their only time-piece, a watch, had got wet in the works and had stopped. It was found on examination that "she was rusty inside;" so from that time forward their only indication as to time was sunset, sunrise, and meridian.

On the 14th of July they made a fair run of one hundred and thirty-nine miles, and the only remark in the log-book apart from the ordinary entries of the ship's run is the statement, "That cockpit of ours is a very 'hard' place. You are cramped up just high enough to catch the hips; it cramps the knees and makes us both sore. It is the 'hardest' place on board; the rest is bad enough."

The next day, Sunday, July 15th, they were baffled by light and sometimes contrary winds, making a run only of sixty-three miles, of which no inconsiderable portion appeared to be due to the Gulf Stream. During the afternoon they were becalmed, in company with a bark about two miles distant. They set their ensign, and the bark did the same; but, from the flag hanging down, they were unable to make out his nationality. Whatever

his country, the captain of her was an ill-conditioned churl; for on a light air springing up, and the little ship heading to speak her, she wore round to the north and kept off, "evidently," as Captain Hudson says, "not wishing to speak us." There are very few readers who will not cordially endorse Captain Hudson's opinion when he says, "I cannot say much for that captain's humanity when he would pass a small ship with only two men in her, five hundred miles from land, without desiring to speak her, even if he could do nothing." Bowling along before favorable winds, the little ship made runs of ninety-two, one hundred and twenty-four, one hundred and four, and one hundred and fifteen miles in the course of the twenty-four hours, and everything went on pretty favorably.

The record of discomfort is continuous; seldom a day passes without such entries as "shipping water," "no cooking to-day," "ship makes water in around gunwale when it is under water."

About three P.M. on the 25th of July, while running with a southerly wind through a dense fog, they passed "through a strong current ripple. Got into it before I could see it. The water for about sixty yards was in a fearful foam, and topping up five or six feet. Ship would hardly steer. Was a long time getting out. Sometimes her headway was stopped. It resembled passing through Hurl-gate, New York. Passed through several smaller ripples. From that fact, and the temperature's feeling like ice, I conclude we are in the Polar." This was in latitude forty-four degrees twelve minutes north, and longitude forty-six degrees forty-seven minutes west.

At four A.M. the next morning the little craft was nearly upset by the effect of the current, which nearly brought her to while under the lee of a sea. The runs made were one hundred and nine, eighty-five, eighty-nine, one hundred and seventeen, one hundred and seventy-two, fifty-one, and one hundred and twenty-nine, during the remainder of the month of July. There are repeated entries in the log during the latter part of the month of being obliged to keep the ship before the sea when large waves came, to prevent them from coming on board. At three A.M. on the morning of the thirtieth

they paid a similar compliment to a "large whale," which came so close alongside that they "kept away from him."

August began with runs of one hundred and thirty, one hundred and nine, one hundred and nine, and seventy-six miles in the twenty-four hours, and with miserably foggy, drizzling weather. On the fourth of August they sighted a bark, the first sail seen for twenty days, and saw the sunset the first time for ten days. The next day, Sunday, August 5th, they saw another ship. She ran down to them, and proved to be the bark *Princess Royal* of Nova Scotia. She hove to, and the little ship ran under her lee, and got from her a bottle, an old white signal light, and the *Irish Times* and *Freeman's Journal* of July 24th. The bark was eleven days out from Dublin, bound to Quebec.

On the sixth the sea ran so high that the little ship took in two over the stern, or, rather, the fragments occasioned by her sharp stern splitting them as they flew past her. About 5 P.M. a blind sea took her on the port quarter, and hove her on her starboard beam-ends. On letting go the topsail halyards she righted in about half a minute. There is something almost comical in the entry recording this event, which says: "We have carried sail pretty hard, but never saw her do that before. The dangerous sea was the cause, as we only had foresail, fore-topsail, fore-topmast staysail, and jib set." It was not long, however, before they had a repetition of the same rather alarming occurrence; for next morning at half-past eight they shipped a heavy sea, which again threw the ship flat on her starboard beam-ends. With great difficulty they clewed down the fore and main topsails, and in about a minute, which we can well conceive appeared "like an hour," she slowly righted, and after some considerable baling things were got into tolerable order. Twice again before making the English coast was the little ship hove on to her beams, and after a few anxious seconds righted again by the heave of the sea.

During the whole of the beginning of August, she experienced strong westerly and north-westerly winds, which enabled her to lay her course, but which caused her to ship so much water that

captain and mate were never dry, and suffered much from cold and exposure. On Sunday, 12th instant, the monotony of their daily life was somewhat relieved by a large shark coming alongside and keeping their company. They this day got an observation of the sun, and found they had overrun their reckoning about sixty miles in a run of three thousand three hundred miles from New York. Considering that they had for the most part been navigating by dead reckoning, the error was really very small. They found that Ushant bore south, distant twenty-seven miles; and from this point they took a fresh departure, and stood up the English Channel. They were soon in the track of shipping, but none seem to have troubled themselves about the diminutive stranger, until an American bark—the *Nellie Merryman* of New York, Captain H. A. Rawlins—gave them two bottles of brandy, a broken white signal lamp, and the bearings of the Bill of Portland. The rest of his adventurous story is soon told. Passing up Channel with a flowing sheet they made all the well known points in succession, communicating at Hastings with some fishermen, from whom the news of their arrival was first heard, and by whom Captain Hudson and his mate, Mr. Fitch, learned that the *Great Eastern* had successfully laid the Atlantic cable. At Deal they got the offer of a pilot, which was declined. Rounding the South Foreland, she beat up against a head-wind to Margate. On the afternoon of the 16th, when abreast of that place, it came on to blow so hard that they gladly accepted the offer of Captain Thomas Wather of the boat *Jessie*, who took hold of the little ship, and towed it into the harbor. The crowd on the pier cheered them lustily, and for the next forty-eight hours the little ship was visited by thousands—of whom some were sceptical enough to express doubts that so small a craft had ever performed so long a voyage.

For the first time for thirty-four days these wet and weary men enjoyed the luxury of stretching their stiffened limbs and of sleeping in a dry bed. They remained at Margate till Saturday, the 18th, when about two P.M. they made sail with a light wind, and beat up for the mouth of the Thames. The wind

was light and the ebb-tide strong, so that it was four A.M. on Sunday morning before they were abreast of Sheerness. At six A.M. the steamship Londonderry, Captain White, ran alongside and kindly offered to tow them up to Gravesend. The offer was gladly accepted, and they went up the river astern of the steamer, furling sails and taking things comfortably. The only drawback to their satisfaction was, that poor Fanny, not being able to hold out any longer, died at their feet in great agony, after a number of previous fits. After the steamer had anchored at Gravesend, Captain White paid them a visit, and took them back to dinner with him. Eventually, the Red, White, and Blue went up as far as Greenhithe, and was anchored astern of the coast-guard ship, where she was scraped, painted, and made presentable before being brought up to town. This extraordinary voyage was performed in thirty-four days from New York to the chops of the Channel; thirty-eight days to Margate, and forty days sixteen hours to Gravesend. Captain Hudson and his companion may be fairly congratulated on having safely accomplished so perilous an adventure. Whatever other result may have been achieved, no one can deny them what credit may attach to the demonstration of its being possible to cross the stormiest ocean in the world in a cockle-shell.

The Red, White, and Blue is the Ingersoll metallic life-boat, to which was awarded a gold medal by the American Institute in 1865. She is built of galvanized sheet-iron, with numerous air compartments and india-rubber valves in the bottom for freeing her of any water which may be shipped. She is to be exhibited at the Paris Exposition of 1867, as an illustration of American daring and skill.

Yachting Postscript.

THE ATLANTIC YACHT RACE.

On page 68 of this volume will be found the terms of agreement, conditions, list of crews, etc., together with a description of the start made by the schooner-yachts *Henrietta*, *Fleetwing*, and *Vesta* of New York, on Tuesday, December 11, 1866, in their race for \$90,000, from Sandy Hook to the Isle of Wight. The *Henrietta* carried off the honor of this unexampled yachting contest in the remarkable passage of thirteen days and twenty-two hours.

COWES, ISLE OF WIGHT, December 25, 1866.

The yacht *Henrietta* passed the Needles on the westerly end of the Island this afternoon, at five forty-five, winning the Atlantic yacht race. Neither of her competitors has yet been heard from. The *Henrietta* is now anchored in the Southampton channel, opposite Osborn House. She has made the trip in the unprecedented time of thirteen days and twenty-two hours, mean time. All on board are safe and well. We lost sight of the *Fleetwing* and *Vesta* on the night after we started, and have not seen either of them since. The *Fleetwing* took the course to the north and the *Vesta* the course to the south of that taken by the *Henrietta*. We kept the regular steamer track the whole distance. During the first seven days of the passage we had cold, rough weather, with alternate rain, hail, and snow—squally, with wind from the west.

The *Henrietta* made the entire passage on one tack, and without the slightest accident. The greatest day's run was two hundred and eighty miles, and the least one hundred and thirteen, which was during a heavy storm, when she hove-to for several hours.

SOUTHAMPTON, Wednesday Morning, Dec. 26, 1866.

The yacht *Henrietta* arrived at the Needles, off Cowes, at five forty-five last evening; the *Fleetwing* arrived at two this morning, and the *Vesta* at three thirty this morning.

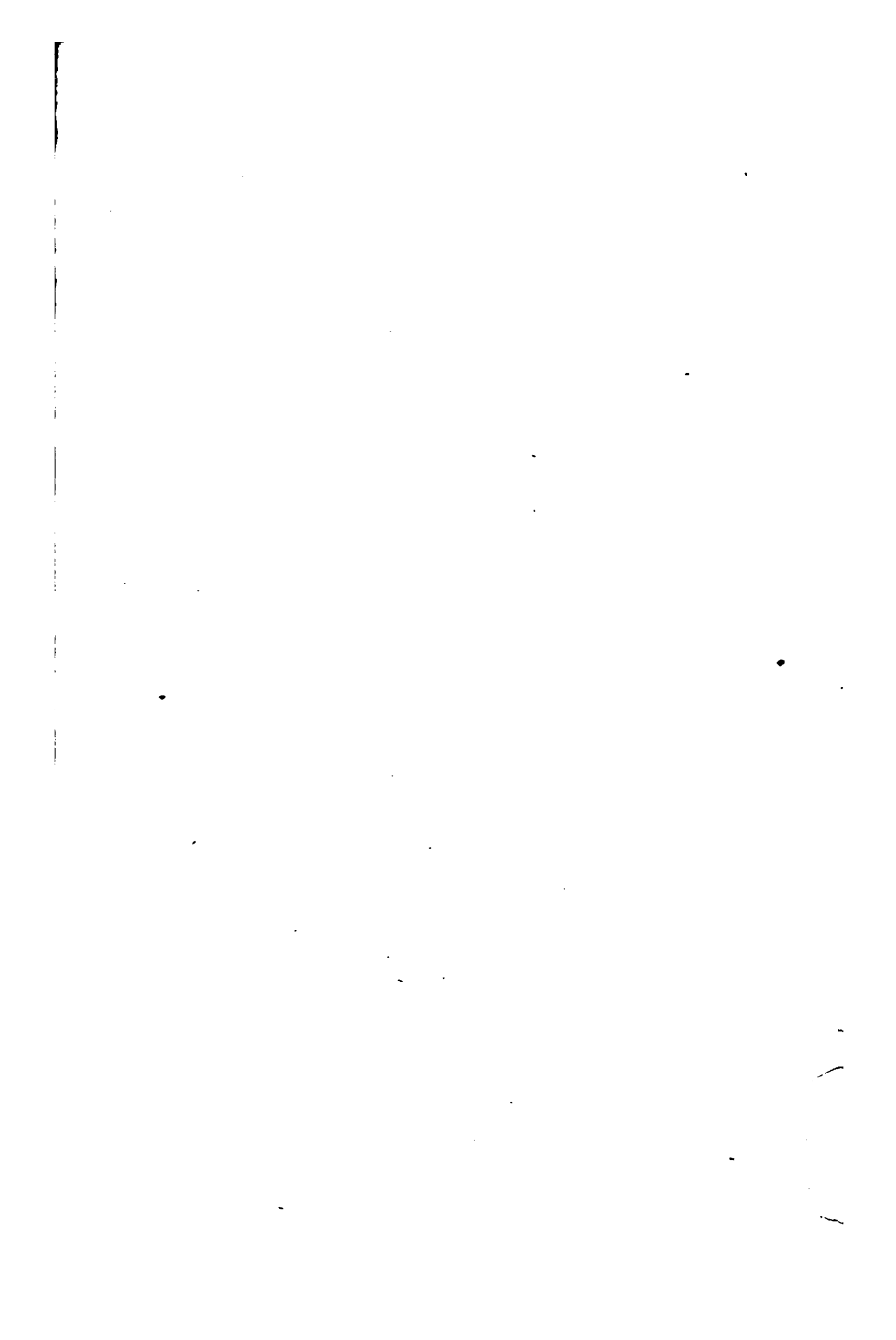
Four men were lost from the *Fleetwing* on the eighth day out, while furling the jib; wind blowing a gale at the time, and it was impossible to save them.

A subscription was started at Cowes for the families of the men who were lost from the *Fleetwing*, and the gentlemen on the *Henrietta* gave five hundred dollars in gold. The names of the men lost are Captains Woods and Hazeltine, of Staten Island; first mate Mr. Brown, of Boston, and steward Neilson, of Norway. Seamen Kelley and McCormick, with five others, were swept away with the jibboom, but through the exertions of the remainder of the crew they were saved.

The owner of the *Henrietta* declares himself ready to accept a challenge from any yacht on this side of the Atlantic.

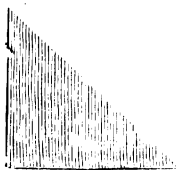
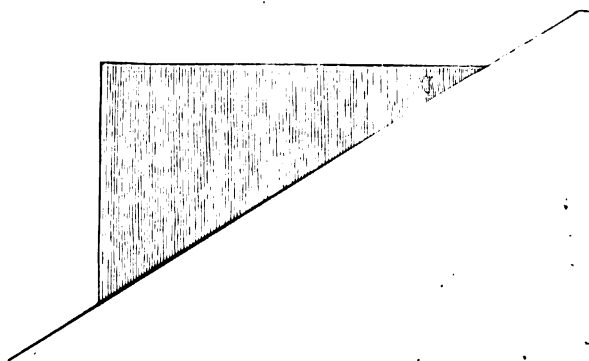
ROWING.

"As the woods and sunshine invite the birds, so the smooth and stainless water summons us. 'Put your hand upon the oar,' says Charon, in the old play, to Bacchus, 'and you shall hear the sweetest songs.' The doors of the boat-house swing softly open, and the slender wherry, like a water-snake, steals silently into her element."





be
es, and
once, and
sing the oar



ROWING.

THE ART OF ROWING.

THE first two or three strokes at the start are usually shorter than the regular stroke. At the end of each stroke the oars should be all "*feathered*," or flattened to an inclination of about twenty degrees to the surface of the water, and so kept through the whole backward motion of the oars to the place where the new stroke commences, when, by a quick turn, they are brought with the blades inclining slightly towards the stern, and they thus are made to enter the water in the manner of the paddles of the wheels of a steamer. By this mode of entering the water with the blades, a quicker hold can be taken for the stroke.

When the oar enters the water for the stroke, brace firmly against the stretcher, throw the full weight of the body upon the stroke, exactly fore and aft, taking care not to throw the body either inward or outward, as that would necessarily rock the boat. Keep the arms straight until the stroke is nearly finished, and when it becomes necessary to bring them to the body, let both elbows come close to the sides.

At the end of the stroke, recover at once for the next stroke, so as to be ready to extend the arms easily. The oar should be dipped in the water only deep enough to cover the blades, and when taken out of the water should be "*feathered*" at once, and so kept until it is ready for the new stroke. In passing the oar

forward for the new stroke, the blade should never be lifted higher than three or four inches from the water, and that uniform height should be preserved until it enters the water.

"*Feathering*" is done by simply dropping the wrists at the instant the oar is taken out of the water at the end of the stroke.

When a crew is rowing, the strictest regard must be had to uniformity of movement. The bodies of the crew should all move exactly parallel to each other; the oars should move together in every part of the stroke, at precisely the same distance from the water, and with the same style of "*feathering*" as the stroke oar.

The heads of the oarsmen, while rowing, should rest square upon their shoulders, and should not be thrown forward or backward, or to either side. Grace and ease of motion are to be particularly studied in making a complete oarsman. It is customary for the stroke oarsman to rally the crew when they are out of stroke, or when at work on a "*spurt*," or in a race.

The common faults of rowing are, when one does not straighten both arms before him, and when the hands are put forward by subsequent motion after the shoulders have attained their reach, which is getting the body forward without the arms; extending the arms without a corresponding bend on the part of the shoulders, which is getting the arms forward without the body; raising one shoulder higher than the other, and curving the body forward or aft; reaching forward and bending over the oar at the feather, thus bringing the body up to the handle, instead of the handle to the body; tossing up the water instead of turning it well aft off the lower angle of the blade. A wave thus created is extremely annoying to the after oarsmen; there should be no wave travelling astern, but an eddy of small circling ripples.

No recreation, no method of exercise, no out-door or in-door sport, offers less temptations and more advantages than rowing. In truth, excellence as an oarsman is wholly inconsistent with dissipation or excess of any nature. Regular habits, constant exercise, open-air life, and plain food, are essential to every man who aspires to endurance, skill, and rowing fame. There is no more certain way of fitting the mind and heart for vigorous labor

and the reception of careful culture than by putting the body in perfect condition. Let this work of physical culture go on until every American shall deem it as important to educate the body as to train and improve the mind. We welcome the era of physical training, and rejoice that our young men can cultivate their muscular development, and still retain all the graces and refinements of life.

NAVAL HISTORY OF HARVARD COLLEGE.

About the years 1842 and 1843, regattas were of frequent occurrence in Boston over the Chelsea course. These regattas proved very attractive, and it was perhaps their success and example which suggested the introduction of rowing in Harvard. Whether this supposition be a true one or not, it is certain that boating, as an institution of Harvard, dates from the autumn of 1844. In September of that year a boat called the *Star*, which had been built by Holbrook for the before-mentioned Chelsea regattas, was purchased in Boston by thirteen members of the class of 1846, who had formed themselves into a boat club. This boat, then about three years old, was secured for the moderate sum of eighty-five dollars; but oars and repairs soon swelled the cost to one hundred and twenty dollars. One of the members, happening to have in his possession a set of silk colors which had formerly belonged to a boat called the *Oneida*, presented them to his club upon the condition that their new boat should henceforth bear this name. It is to a circumstance so trivial as this that the College clubs are indebted for a name which, among our boating-men at least, will ever be a loved one, and which for a long time to come will grace the list of our Harvard boats.

Imagine, then, a low, black, eight-oared boat, thirty-seven feet in length, propelled with plain ashen oars, by a crew whose holiday uniform was of simple, blue-striped calico, and we have a good idea of the old *Oneida*, as she appeared when first she found a home in Cambridge waters. Bearing the same name, she was handed down from one College class to another, until

her owners in the class of 1858 sold her hulk to other members of the same class, retaining her colors and her name. For a year she was known as the Minnehaha, and then in 1857, was sold to some boat-builders of Boston, who subsequently sold her to a club in Springfield, Massachusetts.

Hardly was the Oneida Club in full operation, before another originated in the Senior Class of 1845. The boat purchased was eight-oared, thirty-eight feet long, and had acquired considerable renown at the Chelsea races. When first obtained she bore the eminently national appellation of Red Michael; but, notwithstanding her past celebrity, that name was quickly discarded, and Iris adopted in its place. This club, however, graduated the next summer, and sold their boat in Boston. So the Red Michael made but a brief sojourn in Cambridge. Yet, brief as it was, it was sufficiently long to incur her defeat by the Oneida. The race took place one evening after tea, and called together numbers from the whole University. The course which was subsequently often used for racing, was from a little below the present site of the Winchester House down to the lower side of the Brighton Bridge, which the boats were obliged to pass under. The course was nearly two miles. In this race the Oneida beat the Iris about five lengths. In the spring of 1845, members of the class of 1848, then the Freshmen, secured an eight-oared boat called the Undine; and in the succeeding autumn, a new boat, forty feet long, rowing eight oars, was purchased in the class of 1847. She was christened the Huron. Thus, in a little more than one year, four boats were owned in the College. Up to this time, however, none but the Oneida had known the luxury of a sheltering roof. At the first arrival of this boat, the club had been fortunate enough to obtain an old boat-house, which, by lengthening and repairing, was barely made to afford her sufficient room. The Undine, Huron, and Iris, had ever made their homes upon the water, and, moored near the Brighton bridge, slept upon the bosom of the Charles. In the spring of 1846 a boat-house eighty feet long was erected. It was built as a speculation, and thirty dollars per year charg-

ed each club for the use of it. Beneath this roof the three Harvard boats were now placed, and, their number being immediately increased by a fourth, the new boat-house was fully occupied.

The new-comer was a twenty-six foot, six-oared gig, furnished with stern-seats. She was much stronger and heavier than the others, and could hardly be considered a race-boat. The Oneida Club, desiring a boat with which to make excursions down the harbor, sold their old one to the Freshmen (class of 1849), and built this, their second one, naming her the *Atalanta*. With their new boat also they adopted another uniform, and now appeared in all the glory of white shirts with blue stars and trimmings, duck pants, and sennit hats. Previous to this, however, the Iris crew had donned white pants and red shirts, and the Hurons had taken the more sailor-like blue.

In the *Atalanta*, during the few months preceding their graduation, the crew made frequent excursions down the bay, now stopping for a chowder at Point Shirley, now resting their wearied keel on the salt shores of Spectacle or Long Island; and once, it is said, they invited the maidens of far-famed Hull to an evening pull. Report adds that even hereditary horror for "reckless students" could not withstand such an invitation from so gallant a crew. The damsels blushinglly accepted the proffered compliment, and were afterwards safely and regretfully returned to their anxious parents by the gallant rovers, who had not, like jolly freebooters, hurried the precious freight away to their College homes.

About this time, too, the Boston clubs having been very courteous and friendly, the Cambridge clubs invited them up to an entertainment. One of the boats was taken from the boat-house, boards laid across for flooring, and the room hung with flags and other decorations. A bountiful board was spread, well provided with the *etceteras*, and a very merry and jovial meeting ensued. Rumor whispers that some of the Boston boats returned with mutinous crews, and that nearly all of them brought up on the mud-flats.

Here, also, may be mentioned the first boating contest in which Harvard was engaged with outside boats. The race came off over the Cambridge course before described, the contestants being the Huron and a Boston boat called the Wave. The Huron won the race. In 1848, the Ariel, a new eight-oared boat, was purchased. The Oneida was still owned by the class of 1849, whose enterprise in purchasing her while they were Freshmen had been but a prelude to their subsequent excellence as oarsmen; and the Undine, soon after the graduation of her first owners in 1848, was bought by a club in the class of 1850, who proved themselves as devoted to boating as any of their predecessors had been. In the spring of 1849, an eight-oared boat called the Halcyon was added to the college boats by the class of 1851. In the autumn of 1849, the Harvard boats were: Undine, eight oars, class 1850; Ariel, six oars, class 1851; Halcyon, eight oars, class 1851; Oneida, eight oars, class 1852; besides these there was a small pair-oared called the Viola. In 1847, too, there was a great race between the Oneida and Undine, over the Cambridge course, which created quite an excitement, nearly the whole College having assembled upon the bridge to witness the result. The Undine at first led, but one of her crew having unfortunately "caught a crab," the Oneida gained, took from her the inside on the larger bend of the course, and won handsomely. There was also a race between the Oneida and some other boat, perhaps the Huron; the distance was from Braman's to the College Wharf, and the Oneida won. Possibly, as has been asserted, the enthusiasm for boating may have lulled somewhat between 1847 and 1850; but, if such is the fact, it must have been piping high previously.

During the academical year of 1849-50, the clubs just enumerated were in excellent condition, all being well supported, and much rivalry existing between them. But the principal event of the year and the occasion upon which the clubs made their most imposing appearance, was the *fête champêtre* given by the late Colonel Winchester, at his new residence upon the banks of the river, near Mount Auburn. All the College boat-clubs were

among the invited guests. The black Undine, with her crew dressed in neat navy-blue and white; the red Oneida, with a crew in shirts of the same crimson dye; the straw-colored Halcyon and Ariel; all went together in procession to the appointed rendezvous, with chosen men, flaunting banners, and uniforms bright with the laundress's recent labor. Concerning the festivities of the day a participant writes: "The entertainment was most princely. The whole house and grounds were thrown open to guests the whole day, with billiards, bowling, smoking, music, boating upon the inland lake, and every species of amusement for the four or five hundred gentlemen whom the Colonel had invited to partake of his hospitality. In the afternoon the boats made a brief excursion upon the Charles river for the amusement of the company. In the evening there was a display of fireworks, and by the light of the last rockets the crews regained their places in the boats and rowed back to Cambridge."

The Undine Club graduating the following Commencement they afterwards sold their boat to a Boston club. Towards the close of 1850 the Ariel Club, having been guilty of some "irregularities" in Boston, were disbanded by the College Faculty, who refused for quite a long period to allow any new clubs to be formed. The Ariel was subsequently sold to parties in East Cambridge. The Halcyon Club continued its existence until the next July, when the Club graduated, having sold their boat to the members of the Class of 1854 of Yale College.

From 1851 to 1854 the Oneida remained the sole occupant of her boat-house, and the only club-boat in Harvard College. But during this time occurred the first rowing-match with Yale. The race originated in a direct challenge from Yale, inviting Harvard to meet her at such time and place as should be agreed upon, "to test the superiority of the oarsmen of the two Colleges." This challenge was promptly accepted. The trial took place upon the third of August, 1852, at Centre Harbor, Lake Winnipiseogee. The day was fine, and the water was scarcely rippled by a breeze. Harvard was represented by the Oneida (Class of 1853); Yale, by the Shawmut (Class of 1853), Undine

(Class of 1853), and the *Atalanta*. There was a preliminary trial in the morning, in which the *Oneida* came in ahead, followed successively by the *Shawmut*, the *Undine*, and the *Atalanta*. In the afternoon the match was rowed. The boats started from about three miles out, and pulled up to a flag-boat stationed near the wharf, which they reached in about the same order as in the morning. The *Atalanta*, however, did not contend in the afternoon. The *Oneida* won by about four lengths, and obtained as a prize the black-walnut oars, which are now, among other trophies, deposited in Harvard Hall. Crew of the *Oneida*: J. M. Brown, coxswain; T. J. Curtis, stroke; C. H. Hurd, S. Willard, C. J. Paine, J. Dwight, W. H. Cunningham, C. F. Livermore, and C. A. Miles. The occasion proved of so much interest to the many spectators that a second race was appointed at Wolfboro' upon the fifth; but a severe rain falling on that day it was abandoned, and the proposed prize, a walnut boat-hook, was given to the *Shawmut* as a second prize for the race of the third. The clubs, with other students, afterwards passed a very pleasant week at the Lake, and returned together to Concord, N. H., where they separated.

After the graduation of the class of 1853, the *Oneida* boat and boat-house were sold successively to members of 1854 and 1855. To these Clubs belongs the credit of preserving the well-nigh lifeless boating spirit. In the spring of 1854 an eight-oared boat was built in Charlestown for a Club in the class of 1856, called the *Iris*. A floating boat-house was stationed near the site of the present Harvard house for the reception; but it went to pieces, and the Club bought one-half of the *Oneida* house. In 1855 the *Oneida* was purchased by a class of Freshmen of 1858; and the *Iris* was sold to members of 1859, who changed her name to *Huron*, and in company with a few members of 1855, who had just secured in St. John's a four-oared boat called the *Y. Y.*, built a new boat-house between the old one and the College wharf. The *Iris* Club of 1856 immediately got a new eight-oared boat, forty feet long.

In this spring, also, the four-oared boat *Undine* was purchased

by members of the Classes of 1856 and 1858. Soon after this the second race between Harvard and Yale was rowed at Springfield, on the 21st of July, 1855—prize, an elegant set of colors; time allowance, eleven seconds to the oar. Four boats entered. Iris, eight oars; Y. Y., four oars, from Harvard. The Yale boats were the Nereid and Nautilus, six oars; distance, three miles. The Iris came in first, in twenty-two minutes; Y. Y. second, in twenty-two minutes and forty-seven seconds; the Nereid was twenty-four minutes and forty-seven seconds; the Nautilus, twenty-five minutes and forty-seven seconds.

Previous to this race, the College boats had always carried coxswains; but the Y. Y. having been successfully governed by a bow-oar, this mode of steering became quite generally adopted; and although coxswains were still chosen, their duties became, for the most part, merely nominal.

In the spring of 1856 the new Iris was sold to members of 1859, and the Oneida was sold to another Club in the Class of 1858, which named her the Minnehaha. The Y. Y. was at this time owned in 1859, and the Undine fell entirely into the hands of a third Club in 1858. The Huron Club sold their boat to a third Club in 1859, but retained her name. The purchasers subsequently christened her the Lotus. The Divinity students bought a six-oared boat, which they called the Orion. The Undine, Minnehaha, and Orion Clubs then united and built a boat-house on the site of the one erected the year before, but which had in the meantime fallen. The Oneida and Huron Clubs had each a new boat built. The first was eight-oared, the last a six. But the great event of this year was the purchase of the Harvard, which, four days after her arrival, won the second prize at the Fourth of July regatta in Boston. She was fifty-one feet long, rowing eight oars, and was built by Coyle, of St. John's.

In the spring of 1857 the Minnehaha Club sold their boat, and purchased a new six-oared boat, called the Camilla. On the 16th of May the Huron rowed a race with the Volante, of Boston, over the Charles river course—distance three miles—for a set of

colors. The *Volante* won the race in twenty-one minutes; Huron's time, twenty-one minutes and thirty-eight seconds. On the 13th of June, at the Beacon Cup regatta, on the Charles river, the Harvard, eight oars, entered, but the prize was won by the Union, six oars, of Boston, as the Harvard had to allow time to the Union in consequence of pulling two more oars.

In the autumn of this year it became quite evident the Harvard was not adapted for the University boat. Although of a very fine model, she was intended for heavier crews than could be selected from Harvard. Being an eight-oared boat, she was obliged to give her rivals an allowance of time. Owing to recent defeats the boating spirit was quite low. Finally, five gentlemen connected with the University engaged of McKay—then in St. John's—a light six-oared boat. It weighed one hundred and fifty pounds, and in model was altogether different from any boat in Cambridge. The old Harvard was sold to the students of Columbia College, New York. On June 19, 1858, at the second Beacon Cup regatta on the Charles river, the Harvard won in nineteen minutes and twenty-two seconds; distance, three miles. July 5th, following, the Harvard won again on the Charles river; time, forty minutes and twenty-five seconds; distance, six miles.

The annual Union regatta of the Colleges of New England took place on Lake Quinsigamond, at Worcester, Massachusetts, on Tuesday, July 26, 1859. This was the first year in which the regatta was held there. Lake Quinsigamond is a beautiful stretch of water, some five miles in length, and averaging about a quarter of a mile in width. It is surrounded by high, wooded hills, with scarcely a dwelling in sight, and offers the tourist an attractive and romantic rural picture. Harvard University, Yale College, and Brown University had each agreed to send representatives, and the afternoon of the above-mentioned day found the Avon and the Harvard, of Harvard, the Yale, of Yale, and the Atalanta, of Brown, at the starting line ready for the contest. Trinity had promised a boat, and Yale expected her Vo-

lante, but both failed to appear. The Harvard and the Yale were shells, the Avon and Atalanta were lapstreak. At the time specified for the regatta, the Judges, consisting of Messrs. Gerard C. Tobey, for Harvard, S. Davis Page, for Hale, Charles M. Smith, for Brown, and James MacKay, for Referee, took their places in line. The distance was three miles, starting from the line drawn across the lake, near the bridge, rowing one and a half miles towards the north end of the lake, and return.

At the signal gun the four boats, got off well together. The starting was admirable. The Brown boat held her course "straight as a line." But the high wind forced the lighter boats towards the west shore. The contest was very close till out of sight.

The boats were soon observed on their return, and the result was watched with exciting interest. The "Harvard" crossed the line several lengths in advance. The Yale next, followed by the Avon and Atalanta at short intervals. The time of starting was 4.38 $\frac{1}{8}$. The Harvard came in at 4.57 $\frac{2}{8}$; the Yale at 4.58 $\frac{2}{8}$; the Avon at 4.59 $\frac{2}{8}$; and the Atalanta at 5.02 $\frac{4}{8}$. Harvard's time, nineteen minutes eighteen seconds; Yale, twenty minutes eighteen seconds; Avon, twenty-one minutes thirteen seconds; Atalanta, twenty-four minutes forty seconds.

The prize, consisting of two handsome silk flags, a pennant bearing appropriate designs, and a United States flag, was presented to the victorious boat through Mr. Ellison, who briefly returned his thanks and those of his associates to the judges and to the public.

The following day, July 27, the Citizens' Regatta came off. At shortly after two, the Harvard boys made their appearance on the pond, and skirting along its banks received cheer upon cheer from the crowd on either side. The Yale crew were out a few minutes later, and at once took their place in the line. The Yale, six-oared shell, entered by Davis Page; length, forty-five feet five inches, Spanish cedar; crew—H. L. Johnson (stroke), T. Stanton, Jr., J. H. Twitchell, H. W. Camp, Charles H. Owen, Frederick

H. Colton, Hezekiah Watkins (coxswain); uniform—light blue pants, silk shirts, light blue skull-caps; total weight—nine hundred and ninety-eight pounds. The Harvard, six-oared shell, entered by J. H. Ellison; length—forty feet, pine color; crew—C. Crowninshield (stroke), W. H. Forbes, E. G. Abbott, H. S. Russell, J. W. Wales, J. H. Ellison (bow); uniform—blue pants, white shirts and handkerchiefs; total weight, eight hundred and fifty-four pounds.

The Atalanta and the second Harvard boat, the Huron, both of which were entered, did not appear.

At twenty-two minutes past two o'clock the gun was fired, and both boats got a beautiful start. The Harvard began to show her stern at the start, but as the two went up the course, Yale held her own, and shortly after she took the lead and passed the upper stake just twenty seconds in advance. Soon after turning the Harvard again took her place in front. The Yale boat kept close to the shore, while the Harvard kept the centre of pond, having the whole force of the wind to contend with. The consequence of this manœuvring was fatal to Cambridge, for as the boats neared each other again, just before reaching home, the Yale showed a clear three lengths ahead, and all that Harvard could do in the short space, was to reduce the distance a little more than half, leaving the Yale to come in ahead by a trifle over a length, and the Harvard boys to experience the unwonted feeling of a defeat. The time of the Yale was nineteen minutes fourteen seconds; that of the Harvard nineteen minutes sixteen seconds.

To the judges of rowing who witnessed this race, the cause of the Harvard's defeat, notwithstanding her decided victory of the day previous, was very apparent. The course was nearly due south and north, and at the time of the race a strong wind was blowing from the westward directly across the course. The Harvard carrying no coxswain, had to be guided by her oars. In order to keep the boat on a straight course, the stroke on the weather side had to lessen his stroke. The Yale boat carried a coxswain, which enabled her crew to pull both on the weather and on

the leeward side, giving her a decided advantage. First prize, one hundred dollars, was won by the Yale. Second prize, seventy-five dollars, by the Harvard.

Fourth Beacon Regatta, Charles river, June 23, 1860.—Three races. In the three-mile race, for six and four-oared boats, the Thetis, lapstreak, entered by Harvard, won the prize of one hundred dollars in 19.37.

South Boston Regatta, June 25, 1860.—Two races for single sculls, and four and six-oared boats. In the six-oared race the shell Harvard was entered, her competitors being the Shamrock and Quickstep of Boston, and the Brunonia of Brown University. Distance, two miles; won by the Harvard in 12.38.

In the Boston City Regatta of July 4, 1860, on the Charles river, Harvard Sophomores entered the six-oared boat Sophomore, and the Freshmen the Thetis, both lapstreaks, for the third race. Their competitors were Shamrock, six-oared, and the Josephine and Eva, four-oared. The Sophomore won the first prize, one hundred dollars, in 19.21; the Thetis the second prize of fifty dollars, in 19.37. The last race was for four and six oared shells, for two prizes, one hundred and seventy-five dollars and seventy-five dollars; distance in each race, three miles; allowance by six-oared boats, thirty-three seconds. The contestants were Harvard, six oars; Union, four; Quickstep, four; and the James Riley, four; the three latter of Boston. The Harvard won the race in 18.53½. The Union, entered by the Union Boat Club, was disabled and withdrew. The James Riley came in second, Quickstep last. The Harvard's crew consisted of C. Crowninshield (stroke); C. W. Woodward, E. Abbott, W. H. Kerr, H. Ropes, J. H. Wales (bow.)

The second College Union Regatta came off at Worcester, on Tuesday, July 24, 1860; and the Citizens' Regatta the day following. Distance, three miles.

For the first race, the Thetis (Harvard Freshmen, 1863) and Glyuna (Yale Freshmen, 1863) appeared. They returned as follows: Thetis in 19.40½; Glyuna's time, 20.20.

The Sophomore race came next. The Thulia, Yale Sophomore,

1862, and the Harvard Sophomore, Class 1862, entered. The Harvard boats won; time 20.17. The champion race of the day was the third, between the representative boats of Harvard and Brown Universities, and Yale College. The return was in the following time. Harvard, 18.53; Yale, 19.05½. Thus were the Harvard crews victorious in all the series of races of the day.

On Wednesday, July 26, in the Citizens' Regatta, for the prizes for six and four-oared lapstreaks, the Thetis, Harvard Freshman, 1863; the Thulia, Yale Sophomore, 1862; and the Harvard Sophomore Class boat, came into line. About one-third of the way to the stake the Harvard Sophomore boat and the Yale boat fouled; the Yale boat returned, and the Harvard kept on; the time made was Sophomore Class boat, 19.44½; Thetis 20.13. In consequence of the fouling, the Harvard Sophomore boat was ruled out of the race, and the Yale was not entitled to a prize. The first prize was therefore awarded to the Thetis, and the second prize was withdrawn.

Boston City Regatta, July 4, 1863, Charles river course; distance, three miles.—In the six-oared race the "Sixty-Six" of Harvard College came in second, in 20.15; the P. L. Tucker, of New York, was first, in 20.08; the McKay, rowed by Stevens and the Stranger crew, was last, in 20.54.

Harvard Regatta, June 11, 1864; Charles river; one race for six-oared club-boats. Prizes: first, a silver goblet and six cross-oars; second, six silver oars. Sophomore, 1866, came in first, in 20.50; second Sophomore, 1866, was next, in 21.51; the Freshmen, 1867, and second Freshmen, 1867, were not timed. June 13, 1864.—Harvard Regatta repeated; same boats; Sophomore 1866, came in first, in 19.50; second Sophomore next, in 20.19½.

Boston City Regatta, July 4, 1864; Charles river course. Six-oared race, three miles; prizes, one hundred and seventy-five dollars, and seventy-five dollars. Sophomore, 1866, of Harvard, and the P. L. Tucker, of New York, contended. Won by the Tucker in 22.04. The Sophomore, 1866, was 22.31.

College Regatta, Worcester, July 29, 1864.—Distance, three miles. Prizes, national flag of silk and fancy blue silk colors, for

each race. Harvard Sophomore, 1866, F. Crowninshield (stroke), and Yale Sophomore, 1866, C. Rosevelt (stroke), were the contestants in the first race. Won by the former in 19.04. Yale Sophomore's time, 20.15. The University race for the championship next ensued. The Harvard's crew consisted of H. G. Curtis (stroke), R. S. Peabody, T. Nelson, J. Greenough, E. C. Perkins, and Edwin Farnham (bow). The Yale's crew were, Wilbur R. Bacon (stroke), M. W. Seymour, Louis Stoskopf, E. B. Bennett, E. Coffin, Jr., W. W. Scranton (bow). The Yale crew won this race in good style, taking the lead early after the start and maintaining it over the course. Yale's time, 19.01; Harvard's time, 19.43½. The Citizens' Regatta came off the next day, July 30. The six-oared race was won by the P. L. Tucker, of New York, against the Harvard, 1866. Tucker's time, 19.08; Harvard's time, Sixty-Six, 19.14.

Harvard Regatta, Charles river course, June 5, 1865. Four six-oared shells entered. Prizes, a silver medal for each oarsman in the first and second boats in the race. Distance, three miles. Junior Class boat, R. S. Peabody (stroke), 20.43½; Sophomore Class boat, 1867, W. B. Lambert (stroke), second, in 21.01; Freshman Class boat, 1868, J. A. Putman (stroke), 21.45; Scientific Class, C. E. Hubbard (stroke), 21.51.

College Regatta, Worcester, Friday, July 28, 1865. After a preliminary race at four o'clock, by the two Worcester four-oared shells, Quinsigamond and Union, the contestants for the College championship came into line for their annual three-mile race. Yale won the position.

Yale, forty-eight and a half feet long, twenty-two and a half inches wide: Wilbur R. Bacon, one hundred and fifty-two pounds (stroke); Edward B. Bennett, one hundred and fifty-eight pounds; Louis Stoskopf, one hundred and sixty-eight pounds; Isaac Pierson, one hundred and fifty pounds; Edmund Coffin, one hundred and forty-six pounds; W. W. Scranton, one hundred and forty-eight pounds (bow). Costume, blue silk handkerchiefs, flesh-colored shirts, white pants.

Harvard, forty-six feet long, twenty-six inches wide: Frederick

Crowninshield, one hundred and thirty-seven pounds (stroke); Edward T. Wilkinson, one hundred and forty-six pounds; William Blaikie, one hundred and forty-two pounds; Edward N. Fenno, one hundred and forty-three pounds; Edward H. Clark, one hundred and twenty-three pounds; Charles H. McBurney, one hundred and thirty-four pounds (bow). Costume, crimson handkerchiefs, white shirts, blue pants. The result of this race was similar to that of 1864, Yale again carrying off the champion colors in the excellent time of 18.42½; Harvard's time, 19.09.

On Saturday, July 30, the Citizens' Regatta came off. The third race was for six-oared shells, distance three miles, for prizes of two hundred dollars and seventy-five dollars. The Harvard and Yale, rowed by the same crews as in the day previous, started. The Yale came in first, in 19.05½; Harvard second, in 19.20½.

The annual Harvard Regatta took place on the Charles river course, Saturday, 16th June, 1866. Four six-oared shells started, viz. the Junior Class crew, the Sophomore Class crew, the Freshmen Class crew, and the Scientific crew. There were two prizes offered, each consisting of half-a-dozen silver cups—those awarded to the boat making the best time being of course the most valuable. The distance rowed was three miles. The Judges were Messrs. William Blaikie, P. S. Van Rensselaer, E. T. Wilkinson, R. H. Derby, and P. H. Colbert—the latter officiating as stake-judge. The crews of the several boats were as follows:

Scientific crew first: C. Dunning (stroke), C. F. Deane, C. J. Williams, A. C. Bradley, A. C. Huidekoper, S. L. Holdridge, (bow). Uniforms—white handkerchiefs, white shirts, white pants.

Freshmen Class crew second: A. P. Loring (stroke), J. W. McBurney, W. H. Simmons, G. G. Willard, H. W. Putnam, G. W. Holdredge (bow). Uniforms—cherry handkerchiefs, white shirts, blue pants.

Junior Class crew third: W. B. Lambert (stroke), T. H. Gray, T. S. Edmands, E. Waller, F. J. Clarke, G. Tripp (bow). Uniforms—blue handkerchiefs, trimmed with white, white shirts, blue pants.

Sophomore Class crew fourth: J. A. Putman (stroke); J. P. Farly, W. W. Richards, C. H. Phelps, L. S. Tuckerman, E. Huidekoper (bow). Uniforms—white handkerchiefs, trimmed with cherry, white shirts, blue pants.

The word "go" was given, and almost at the start the stroke of the Junior broke his oar. A new one was immediately obtained, and the competitors again started; but before proceeding a great distance, a couple of the shells fouled, whereupon they all returned and started a third time. The last start was very even, and the four boats shot rapidly up the course. The Freshmen came in first—having performed the three miles in twenty minutes and twenty-four seconds—then came the Scientifics, in twenty minutes and forty-one seconds; the Juniors some two or three lengths behind, and the Sophomores last.

The annual College Regatta between Harvard and Yale came off on Lake Quinsigamond, Worcester, on July 28, 1866. It consisted of two six-oared races, the first being between the students of the scientific classes. They pulled into line as follows, Harvard having the inside:

"Lawrence Scientific" (Harvard)—Charles Dunning (stroke), Thomas Motley, Jr., E. L. Hodges, C. E. Deane, S. M. F. Peters, S. L. Holdrege (bow). White handkerchiefs trimmed with pink. Forty-nine feet long, twenty-two and a half inches wide; built by McKay.

"Scheffield Scientific" (Yale)—A. Palmer (stroke), T. Skeele, J. K. Besson, P. Grove, T. Bennett, J. Whittlesey (bow). Flesh-colored shirts. Fifty-one feet long, twenty and a half inches wide; built by McKay.

After one false start and a recall, they got an even send off, but it was soon perceptible which would be the winning boat, for the Harvards evinced their superiority at every dip of their oars. As they came past the grand stand the Cambridge boys had a clever lead, and were pulling a very effective and telling stroke. They turned the upper stake-boat in the good time of 8.42, the Yales rowing a brave race up to this point for a stern one. But on the return the Yale crew fell off materially in their stroke, and

the Harvards increased the distance between them every moment, until they passed the judges' boat a long distance ahead, in 18.53 $\frac{3}{4}$. Yale's time, 19.38.

The finale of the day's rowing was the grand contest between the University crews, for the championship, which Yale had held since 1864.

Yale: rowed by E. B. Bennett (stroke), one hundred and sixty-three pounds; W. A. Copp, one hundred and sixty-three pounds; W. E. Wheeler, one hundred and fifty pounds; Edmund Coffin, one hundred and fifty pounds; A. D. Bissell, one hundred and fifty-two pounds; Frank Brown (bow), one hundred and forty-six pounds. Forty-eight and a half feet long, twenty-one inches wide: built by McKay. Dress, white shirts, blue handkerchiefs.

Harvard: William Blaikie (stroke), one hundred and fifty-two pounds; Ed. T. Wilkinson, one hundred and sixty-five pounds; E. N. Fenno, one hundred and sixty-five pounds; R. S. Peabody, one hundred and sixty-five pounds; A. P. Loring, one hundred and forty-five pounds; Charles McBurney (bow), one hundred and forty-two pounds. Built by Charles B. Elliott; fifty-six feet long, nineteen inches wide. Dress, crimson handkerchiefs, white shirts.

The pistol brought them quickly into line, just as huge drops of rain gave premonition of a severe shower, which burst upon them in all its earnestness soon after the start. This time Harvard was outside, and Yale next to the starting-boat. At the words, "Are you ready?—go!" both boats started off, Yale on the lead slightly. As they passed the grand stand Yale was more than half a length ahead; but now the Harvard crew began to display their tremendous powers, and at every stroke their boat walked away from the Yale shell like a "thing of life." One length grew rapidly into two after a mile was rowed, until, at the mile and a half stake, she was nearly three lengths ahead. All the way back the Harvards improved their pace, finally rowing past the starting-boat, winners of a nobly contested race and all their long-lost honors, in the excellent time of 18.43 $\frac{1}{4}$; Yale's time, 19.10. A gallant race, nobly rowed for, and gloriously won.

The colors for which the college crews contested are made of costly blue silk, trimmed with golden-colored fringe. They are eighteen inches wide and nearly three feet long. The University flag has on one side the inscription: "University College Regatta, Worcester." On the reverse the date, July, 1866. The Scientific Classes row for precisely similar colors, with the exception of the word "Scientific" in the place of "University." The eagle and laurel wreath adorn both standards.

This splendid victory drops the curtain gracefully on Harvard's rowing history for 1866, leaving the champion colors waving over the headquarters of those who first won them on the placid waters of the picturesque little lake of the "Old Granite State," in 1852.

HISTORY OF THE YALE NAVY.

The boating interest at Yale dates from the following:—William J. Weeks, of 1844, purchased a second-hand four-oared Whitehall boat, nineteen feet long and four feet beam, built March, 1837, by Messrs. De La Montagnie & Son, New York, which arrived in New Haven May 24, 1843.

Henry W. Buel, John W. Dulles, John McLoud, Virgil M. D. Marcy, John P. Marshall, William Smith, and Weeks, who was chosen captain subsequently, formed a club, and called the boat the Pioneer. On the 14th of June following they hoisted their flag, inscribed "Pioneer, Yale, No. 1." On the 12th of August, 1844, the Pioneer was sold to Charles Jones, whose father then kept the toll-bridge, by whom she was let for several subsequent years, until she was wrecked at her moorings under the bridge, in a severe storm.

June 20, 1843, Edwin A. Bulkley, of 1844, bought a four-oared nineteen foot Whitehall boat, in New York. She was named the Nautilus, and after a little use was handsomely painted and cushioned by the liberality of Henry P. Duncan, who, for a time, was nominally captain. With him and Bulkley were associated,

during the summers of 1843 and 1844, Captain Henry C. Birdseye, James S. Bush, Henry Byne, Charles H. Meeker, Howard Smith, and Hannibal Stanley.

About the same time the *Iris* appeared, another four-oared, nineteen foot Whitehall boat, the names of whose crew and the fate of which are unknown. In May, 1843, Josiah B. Crowell, of 1845, of Perth Amboy, New Jersey, bought of George H. Russ a canoe club-boat, which he built on the Susquehanna, seven miles from Binghampton, two or three years before. This boat was of a decidedly primitive style of naval architecture—forty-two feet long and twenty-four inches beam, rather crank; pulled eight oars, and cost about forty-five dollars. She was a "dug-out," made, of course, from a single tree; and from her length soon received the undignified name of *Centiped*; tradition hands down no other. The *Centiped* was owned by a club of fifteen members of the class of 1845, among whom were Captain Josiah B. Crowell, J. S. Bacon, William B. Bibbins, Daniel Chadwick, C. C. Esty, John A. Harding, G. D. Harrington, A. P. Hyde, Thomas Kennedy, and William T. Reynolds. She rowed but one race of which we have any record, which she won, against the *Nautilus*, of 1844. The *Nautilus* crew labored under a disadvantage certainly, inasmuch as the *Centipeds* had strapped a huge rock to the keel of the *Nautilus* the night before; but they would have won the more honor thus had they beaten.

May 29, 1844, the *Excelsior*, thirty feet, six oars, was launched. She was the first race-boat built for Yale, and though a pretty fast boat, was yet not after a true racing model. Says a member: "Her crew were mostly strong and good oarsmen, and more than once pulled on a race, at a steady pull, from *Sachem's Head* to the wharf at New Haven. It was the class of 1847, with the *Excelsior*, that gave the first impetus to racing and good boat-building at Yale."

In 1847, the *Shawmut*, an eight-oared, thirty-eight foot boat, built near Boston in June, 1842, for an infantry company, was bought by '48. She had stern seats for six passengers, and her

captain's seat, which was situated of necessity at the extreme stern of the boat, was elevated above the gunwale, so that the captain could easily look over the heads of the crew, though his situation, in a heavy sea, was very precarious. During an equinoctial storm of 1852, the Shawmut broke loose, and went over to Long Island. She survived the storm with but little injury, and was beached by some fishermen living near by, and there remained until she rotted. Her oars, boat-hooks, cushions, etc., were afterwards sold, and with the proceeds the club purchased a very handsome gold case and pen, and in the spring of 1858 presented it to Richard Waite, their captain for two years. The case was inscribed, "The Shawmut Boat Club of 1853 to their Captain, Richard Waite."

The Osceola, eight oars, thirty-six feet, was built in February, 1838, in New York, for a club there, and subsequently came into the possession of 1848, at Yale. We can only learn that in 1847 she was condemned and broken up.

The Augusta, eight oars, thirty-eight feet, was built about 1837, for New Yorkers. She was clinker-built, of red cedar, with boxwood ribs, copper fastened, and cost, when new, three hundred dollars, but was bought in 1845 for one hundred and seventy dollars, furnished, and was sold by them to 1852, for a supper. In 1849 or 1850 she was wrecked off Crane's Bar in an attempt, one windy afternoon, to tow her and a load of straw down to Fort Hale, where her crew intended to offer her up as a burnt sacrifice to Neptune!

In 1846, the Phantom, twenty feet, four oars, was built by Brooks & Thatcher for themselves. In 1851, she came into the possession of 1853, who returned her to her builders in June, 1852, as part payment for the "Undine." In 1853, she was sold to a vessel for a quarter-boat. She was much used at various times for drilling "land-lubbers," and will be remembered by many as the boat in which they learned the rudiments of rowing. She must also be handed down to posterity as the first boat that hoisted the Commodore's flag.

In May, 1851, the Atalanta barge, thirty feet, six oars, built by

Newman of New York, took her place among us. Little need be said of her. Her sea-going qualities were unexceptionable, and aside from her bright associations, she will be revered by the lovers of the antique for obvious reasons. She was built expressly for the ladies, and deserves our respect therefor. It has been our fortune to peruse a log kept by her secretary of 1852, containing detailed accounts of her excursions with ladies, and from it one concludes she was a splendid investment for them.

In May, 1851, the *Halcyon*, a thirty-nine foot, eight-oared race-boat, built in the spring of 1850 for the class of 1851 of Harvard, was bought by 1854 of Yale. At their graduation they thrust a boat-hook through her and cast her lose. She drifted over to Fair Haven shore, opposite Riker's, where she was beached by some one, and lay until the summer of 1856, when the *Atlanta Club* recovered her by paying a salvage of ten dollars, got her repaired, and sold her to the class of 1858, who took the name *Wa-Wa*. She was finally wrecked on the Fair Haven shore in a storm, in August, 1857.

In June, 1850, a thirty-foot, four-oared race-boat, named the *General Worth*, was built for the *Castle Garden Club* of New York, by *Darling*, to run in a race during the Fair of that year of the *American Institute*, and in which four boats were entered. This boat gained the prize, and was in the following year taken by the same club, under the name of *Zachary Taylor*, to *Savannah*, where she won another race. In the fall of 1852 she was purchased by the *Engineers* at Yale, and named the *Ariel*.

In May, 1853, the *Thulia*, a thirty-foot, six-oared barge, was built by *James* of Brooklyn, for 1854, and in 1853 won the annual race in our harbor.

In June or July, 1853, the *Nepenthe*, four oars, thirty-five feet, was built by *Newman* of New York, for 1855. Her career was brief. Late in the fall of 1854 she broke from her moorings during a severe storm, and drifted over to Long Island, where she was beached and left, near the house of *Strong*, of 1855, one of her crew.

The idea of perfecting an organization of the Yale boats originated with Richard Waite of 1853, and was first embodied in June, 1853, by the adoption by the several boats of a constitution and the title of the "Yale Navy." This constitution was roughly drafted, a complete copy of it, with its amendments, etc., was never made, and it practically became a dead letter in form, as the secretary never kept any reports, the time of the elections was changed, etc., though its spirit was carried out by the election for one year, in the same month, of the following general officers:

Richard Waite, 1853, Commodore; N. Willis Bumstead, 1855, First Fleet Captain; Gilbert E. Palen, Scientific, Second Fleet Captain; M. H. Arnot, 1856, Secretary; and F. F. Marshall, 1856, Treasurer.

The credit of establishing this organization is due chiefly to Mr. Waite. The first general review was held June 18, 1853. The boats in the navy at this time were the Ariel, Engineers, Halcyon, and Thulia, of 1854; Atalanta and Nepenthe, of 1855; and the Undine, of 1856. A Commodore's flag, a blue silk burgee, heavily fringed with white silk, with a white star in the centre, surrounded by six smaller ones, was bought by Commodore Waite with navy funds.

In October, 1853, were chosen Alexander H. Stevens, 1854, Commodore; N. W. Bumstead, 1855, First Fleet Captain; James C. McGregor, Scientific, Second Fleet Captain; M. H. Arnot and F. F. Marshall, of 1856, were re-elected Secretary and Treasurer, respectively.

In May, 1854, were added to the navy the Alida, a thirty-foot, six-oared barge; the Nautilus, a forty-foot, six-oared race boat, built for 1857, which won the regatta prize in 1854; the Transit, a forty-foot, six-oared race boat, which won the regatta prize in 1856, was sold in the spring of 1857 to 1860, and by them in the fall to a club in Springfield, Mass., and in June, 1854, the Rowena, a thirty-five foot, four-oared race boat, which was sold to 1858 in 1855. In the summer of 1854, these ten boats formed the navy: Halcyon and Thulia, 1854; Atalanta and Nepenthe,

1855; Ariel and Undine, 1856; Alida, Rowena, and Nautilus, 1857; and Transit, Engineers.

In June, 1854, were elected N. Willis Bumstead, 1855, Commodore; Matthias H. Arnot, 1856, First Fleet Captain; James C. McGregor, Scientific, Second Fleet Captain; William B. Wilson, 1857, Secretary; and A. L. Edwards, 1857, Treasurer. Only one addition was made to the navy during 1855-6; this was the race boat Nereid, fortyfeet, six oars, which won the regatta prize in 1855 and 1857.

In June, 1855, were elected Alexis W. Harriott, 1856, Commodore; Charles S. Blackman, 1857, First Fleet Captain; Adrian Terry, Scientific, Second Fleet Captain; T. M. Adams, 1858, Secretary; and William P. Bacon, 1858, Treasurer.

In September, 1856, were elected Samuel Scoville, 1857, Commodore; William P. Bacon, 1858, First Fleet Captain; Edward Curtis, Scientific, Second Fleet Captain; Robert J. Carpenter, 1859, Secretary and Treasurer. In October, 1856, the Halcyon had been renamed Wa-Wa, and the Rowena and Undine had left the navy, leaving seven boats. During their term three new boats appeared, viz. in May, 1857, the Wenona, a six-oared race-boat, for 1860; in June, the Olympia, eight oars, was bought in Boston by the Scientifics. She was built in 1848 by Messrs. Coyle and Sterling, St. John's, N. B., for themselves, and called the Sand Cove. She won a race in St. John's, and about 1853 was sold to Boston, named Maid of Erin, and was there beaten by the Superior; she was subsequently named Olympia, and after her purchase by Yale won the first prize, a silver goblet, in the regatta of July 6, 1858, at New London, Conn.

September 30, 1857, were elected William P. Bacon, 1858, Commodore; Robert J. Carpenter, 1859, First Fleet Captain; William Abernethy, Scientific, Second Fleet Captain; William T. Smith, 1860, Secretary and Treasurer.

In 1858, the navy received the following accessions: In May, the Varuna, six-oared barge, built by Darling, New York, for the Varuna Club; the Cymothoë and the Lorelei, six-oared race-

boats, built for 1861. In June, the clinker-built shell-boat *Olympia*, thirty-eight feet, four oars, no coxswain, built by Christopher Thoma, New York, in 1857, and which won the second prize at the New London regatta, of July 6, 1858; the clinker-built shell-boat *Yale*, forty-five feet seven inches, six oars, built by James, of Brooklyn.

The "Annual Yale Commencement Regatta," at which all the navy boats may compete for the prizes which are offered by the Senior Class, was instituted by the Class of 1853, and has been perpetuated. The first one got up by a committee of 1853, of which the Commodore was a member, took place July 26, 1855. The *Thulia* and *Halcyon*, of 1854; the *Ariel*, of the Scientific Department; and the *Nepenthe*, 1855, were entered, and pulled two and a half miles, in fifteen minutes thirty-two seconds; sixteen minutes; sixteen minutes forty-five seconds; and eighteen minutes fifteen seconds, respectively; the *Thulia* winning the first prize, a silver cup and salver, valued at twenty dollars. The second prize, a blue and white silk jack and ensign, valued at ten dollars, was won by the *Halcyon*.

The second annual regatta took place July 22, 1854. The *Nautilus* and *Rowena*, of 1857; the *Atalanta*, of 1855; and the *Transit*, of the Engineering Department, were entered, and pulled about three miles, the *Nautilus* winning the black walnut back-board, offered for the forty-foot boats, and the *Atalanta* a pair of black walnut sculls, offered for thirty-foot boats. The time was not correctly recorded. The *Transit* won the drill prize, a black walnut boat-hook.

The third annual regatta took place on the Connecticut river, at Springfield, Mass, July 4, 1855. The distance, one and a half miles, down stream and back, was pulled by the *Nereid*, *Rowena*, and *Halcyon*, under the name of *Atalanta*, all of 1858; the *Thulia*, of 1856; and the *Transit*, of the Engineering Department; in twenty-two minutes fifty-eight seconds; thirty minutes forty-two seconds; twenty-six minutes seventeen seconds; twenty-seven minutes two seconds; and twenty-five minutes twenty-seven seconds, respectively, the wind being violent and

the river very rough. The prizes, offered by the citizens of Springfield, were, first, won by the Nereid, a handsomely chased silver goblet and salver, valued at fifty dollars; second, won by the Transit, a telescope, valued at twenty-five dollars; and third, won by the Halcyon (*Atalanta*), a handsome set of silk colors, valued at fifteen dollars. This regatta, held in acceptance of an invitation extended by the citizens of Springfield, was a prominent feature of their celebration of the Fourth of July, and took the place of the annual regatta at New Haven. The disappointment of Yale at not meeting Harvard, induced them to forward a challenge to Harvard, the prompt acceptance of which led to the Yale and Harvard regatta of the twenty-first of the same month.

A regatta took place at Hartford, July 4, 1856, in which the Transit, of the Engineering Department, was entered by her crew, in a three-mile race against the Undine, of Hartford, and the shell-boat Virginia, four oars, manned by New York pilots. The Transit led down to the stake-boat, but fouling it in turning, the Virginia rowed ahead by a few lengths, and won the first prize, one hundred dollars. The Transit took the second, a set of colors.

The fourth annual regatta came off October 25, 1856. The Transit, the Nautilus, of 1857; and the Nereid and Wa-Wa, of 1858, pulled over the course, a little less than three miles, in twenty-one minutes twelve seconds; twenty-two minutes fifty-five seconds; twenty-two minutes four seconds; and twenty-six minutes thirty seconds, respectively; the Transit winning a handsomely mounted boat-lantern, valued at twenty dollars, which was presented by Ex-Commodore Harriott, on behalf of the Class of 1856.

The fifth annual regatta took place July 27, 1857. The Nereid, of 1858, and Wenona, of 1860, both six-oared boats, and the Olympia, eight oars, of the Scientific Department, were entered, and pulled a trifle over three miles in twenty-two minutes fifty-one seconds; twenty-two minutes fifty-two seconds; and twenty-three minutes sixteen seconds, respectively; the Nereid beating the Olympia one second on an even pull, or

twenty-three seconds, reckoning the handicap of eleven seconds per oar allowed the six-oared boats. The Wenona lost the race by three seconds.

The race prize, a set of silk boat-flags, offered by 1857, was awarded to the Nereid; and the drill prize, a pair of brass-mounted boat-hooks, to the Thulia.

A regatta took place at New London, Conn., on the sixth of July, 1858. Two boats were present from the Scientific Department of Yale, the Olympia club-boat, eight oars, and the Olympia shell-boat, four oars; the former winning the first, and the latter the second prize—both silver goblets.

The first regatta between Yale and Harvard, which occurred August 3 and 5, 1852, at the town of Centre Harbor, on Lake Winnipiseogee, New Hampshire, was got up by Mr. James M. Whiton, of the Class of 1853, at Yale. The Undine, partly manned from the shore on the day of the race; the Halcyon, under the name of Shawmut, and manned by the Shawmut crew of 1853; and the Atalanta, a four-oared race-boat hired in New York, and which was not allowed to compete, were entered by Yale, though the Halcyon was her champion. Harvard entered by the Oneida. The first day, the third of August, was clear; and the little town of Centre Harbor was fairly crowded with spectators. A race came off in the morning, and a handsome silk flag, obtained by private subscription, was handsomely won by the Oneida. In the afternoon the decisive trial was had, and in a two-mile pull to windward, up to the town from a stake-boat placed down the lake, the Harvard boat beat by two lengths, winning the first prize, a pair of silver-mounted black-walnut sculls. On the second day a violent rain prevented out-door exercise; in the afternoon, however, by the consent of all, the second prize, a silver-tipped boat-hook, was awarded to the Shawmut (Halcyon), as having been second in the race of the third. Late in the day the storm lulled, and as a token of respect to the few visitors assembled, the uniforms were brought out, the boats manned, a little rowing indulged in, songs sung, the usual number of cheers given, and all said, "Well done."

The second Yale and Harvard Regatta was the result of a challenge by Yale, and took place at Springfield, Mass., on the Connecticut river, by mutual agreement, on Saturday, the 21st July, 1855. Crews were picked and favorite boats manned by both colleges, and they arrived in Springfield on Friday to examine their course and look about a little. Yale entered the *Nereid*, Commodore Bumstead, coxswain, and the *Nautilus*; Harvard, the *Y. Y.*, thirty-two feet, four oars, no coxswain, and the *Iris*, forty feet, eight oars, with the same coxswain who steered the *Oneida* in 1852. A beautiful set of silk boat-flags, pennant, jack, and ensign, was offered by the citizens of Springfield as a prize. A handicap of eleven seconds per oar was allowed the six and four-oared boats. The distance pulled was three miles, one and a half down stream and back, and the actual time made was—*Iris*, 22m.; *Y. Y.*, 22m., 47s.; *Nereid*, 24m.; *Nautilus*, 25m. When the signal-gun started them, the *Nereid*, the favorite Yale boat, fairly jumped out of the water under the severe impulse of her excited oarsmen. She took the lead at once and kept it for above four hundred yards, and Yale stock on shore rose rapidly. The *Iris* and *Y. Y.* of Harvard came more slowly but steadily on, and under the vigorous strokes of their crews, took the lead before they reached the stake-boat. A few minutes of suspense followed, and then the boats were seen creeping up along the western bank. For many seconds the chances alternated, but soon it became evident that Harvard was victorious. Then they came in, a long way apart, and the victors received their prize amid the cheers of the thousands and the congratulations of their friends. Later in the evening, three of the *Y. Y.* crew, and three members of the Boston Union Club (including Ahlborn and Allen, of the Judges), manned the *Nereid*, and rowing her with the *Iris*'s oars, went over the course against the time. They pulled the favorite Yale boat over the three miles in $21\frac{3}{4}$ minutes, or in fifteen seconds less than the winning eight-oared *Iris* made the distance. This fully substantiated the *Nereid*'s merits, and the superiority of the Boston and Harvard oarsmen. The Harvard men were, it is true, of much more powerful

physical developments than those of Yale; but they also showed much more skill and coolness in handling their oars. The stroke of the Yale boats was very convulsive and quick, and almost impossible to maintain for any distance. The Yale Club returned to New Haven on the seven P.M. train, while those from Harvard left at ten—the one sorrowful, the other of course happy.

We have said elsewhere that the honor of starting regattas between Yale and Harvard was due to Yale. We have now to record a similar honor for Harvard. With them originated the proposition to institute a regatta which should recur at stated intervals, either annually or otherwise, between the several colleges of the United States, in imitation of the annual regattas of the English Universities. In support of this proposition, on the 26th of May, 1858, the following delegates met at New Haven: Benj. W. Crowninshield, Harvard College; Charles M. Smith, Brown University; G. A. Stedman, Jr., Trinity College; William P. Bacon, Yale College.

The above delegates passed suitable resolutions and rules for the government of college regattas, and fairly inaugurated the system of college rowing competition in the United States.

In the summer of 1858 a crew was selected for the first "College Union regatta." This was the first crew selected from the whole navy. Also the Freshmen of Yale challenged the Harvard Freshmen to row a race at the same time and place. A few weeks before the time appointed, the Yale crew went to Springfield to practise on the regular course. They were rowing at this time in a six-oared lapstreak, and after seeing the Harvard shell they were convinced that their boat was too heavy. Hearing that there was a four-oared shell in Boston for sale, built for the Volante Boat Club, they purchased her. This was Yale's first shell, and they were wholly unaccustomed to such a boat. They were improving rapidly, when an unfortunate accident occurred, resulting in the drowning of George Dunham, one of the Yale crew, while practising on the Connecticut river, at Springfield. This, of course, destroyed all hope of a college race for the summer of 1858.

The sixth annual regatta of the Yale Navy took place at 5 p. m., July, 1858. Boats entered were:

Olympia, forty-six feet, eight oars, pulled by Scientifics; Varuna, forty-five feet, six oars, shell, no coxswain, 1860; Nereid, forty feet, six oars, 1861; Omicron, thirty-five feet, four oars. Scientific shell, no coxswain.

The Olympia was pulled by only six men. The time made on this race was not very good, as it was windy and rough. The Varuna took first prize, a set of spruce oars; she also took the champion flag. The Nereid, lapstreak, took the first prize in her class, a magnificent set of flags, ensign, and burgee.

Officers for 1859.—S. Davis Page, Commodore; H. L. Johnson, Jun., First Fleet Captain; A. W. Harriott, Second Fleet Captain; H. B. Ives, Treasurer.

This was an eventful year in the history of Yale boating; our first boat-house was built, and Harvard was for the first time defeated. During this year the Thulia, belonging to the class of 1859, was bought by members of class of 1862, who called their club the Thulia Club. Another club in the same class bought the Nautilus of 1859, they also retaining the same name. The Atalanta Club of 1861 bought the six-oared lapstreak, which was built for the College race-boat.

The first race of the season was for the champion flag. The Varuna, 1860, holding the flag, was challenged by the Olympia Club of the scientific department. This race was pulled on June 8th, and resulted in the victory of the Varuna. Next came the Fourth of July races, at New London, Conn. The Varuna, of 1860, accepted their invitation, pulled with them, and was beaten.

Yale, however, was victorious at Middletown, Connecticut, on the same day. The Atalanta, of 1861, and the Olympia, manned by mixed crews, who had practised only one week, left for Middletown on the morning of the Fourth; they returned in the evening, the Atalanta, with the first prize of sixty dollars, and the Olympia with the second prize of thirty dollars.

The following boats were entered: Aliotus and Atalanta, of

Hartford; the *Atalanta* and *Olympia* of Yale. The *Aliotus* was manned by fishermen, living on the Connecticut river. It being expressly stated that the race was for amateur oarsmen, they were ruled out.

There was another race in New Haven harbor on the 5th of July. The boats were divided into two classes. The *Atalanta*, *Varuna*, and *Olympia*, entered in first class. The following boats entered the second class: *Naiad*, four oars, 1862; *Eolus*, four oars, Law Department; *Wenona*, six oars, 1860; *Cymothoö*, six oars, 1861; *Lorelei*, six oars, 1861; *Nautilus*, six oars, 1862; *Atalanta*, six-oared barge, 1862; *Thulia*, six oars, 1862.

First Class.—*Varuna* took first prize, thirty dollars; *Olympia* took second prize, fifteen dollars; *Atalanta* lost an oar.

Second Class.—*Wenona* took first prize, thirty dollars; *Naiad* took second prize, fifteen dollars.

Messrs. Ellison, of Harvard; Smith, of Brown; Conyngham, of Trinity; and Page, of Yale, met as delegates from the various colleges, at Providence, R. I., February 23, 1859, to make the necessary arrangements for the College Union Regatta. They agreed that it should take place at Worcester, July 26, 1859; the prize to be a set of colors, cost not to exceed twenty-five dollars.

It was resolved that J. H. Ellison, of Harvard, be secretary of the Union organization, and that he is hereby instructed to cordially invite other colleges to unite with us.

The new six-oared shell for Yale arrived in New Haven a few days previous to the race, and was immediately taken to Worcester. On the day of the race the following boats came into position: Harvard, shell, six oars, Harvard College; Avon, lapstreak, six oars, Harvard College; Brunonia, shell, six oars, Brown University; Yale, shell, six oars, Yale College.

On the way to the upper stake-boat the Yale was fouled unintentionally by the Avon, which somewhat lengthened the time of the two boats.

The result was a victory for the Harvard, as per summary of time. Harvard's time, 19.16; Yale's time, 20.16. Avon and Brunonia's

time not taken. The Harvard therefore won the flags. The next day, Wednesday, there was a race for prizes given by the citizens of Worcester.

The only boats entered for the six-oared race were the Harvard and Yale. The Yale men, although having been so badly beaten the day before, were not discouraged. The boats took their position and were started, the Harvard taking the lead, followed closely by the Yale. About half-way to the stake-boat, the Yale passed the Harvard. The Yale rounded the stake-boat first; the Harvard, being a shorter boat, made a better turn, so that the two boats started down the lake about side by side. As they came down the lake, it being difficult to tell which boat was ahead, the excitement was intense. The Yale crossed the line about a boat's length ahead, thus winning the first prize. Time: Yale, 19 minutes 14 seconds; Harvard, 19 minutes 16 seconds. This was Yale's first victory over Harvard, and was one of the most exciting and closely contested races ever witnessed.

Thus ends the summer of 1859. For 1860, the following officers were elected: H. L. Johnson, Jr., Commodore; H. Brayton Ives, First Fleet Captain; C. Coddington, Second Fleet Captain; G. Starr, Treasurer.

Race for the Champion flag, rowed May 30, 1860, in New Haven harbor. The Atalanta holding the flag, was challenged by the Thulia and Nereid; distance three miles. Thulia's time, 19 minutes 15 seconds; Nereid's time, 19 minutes 35 seconds; Atalanta's time, 20 minutes. The Thulia received the champion flag.

Two boats from Yale went to Providence, R. I., on the Fourth of July, 1860, to row in a race given by the citizens of that city. The prizes were: first, one hundred and fifty dollars; second, ninety dollars. Boats entered: Brunonia, six oars, Brown University; Una, six oars, Hartford, Conn.; Rough and Ready, five-oared whale-boat, Providence; Yale, six oars, Yale College; Thulia, six oars, Yale College; The Brunonia broke an outrigger at the start, and as the Yale boats had nothing to compete with, poor time was made. Result: Yale, 21 minutes 28

seconds; Thulia, 22 minutes 25 seconds; Brunonia withdrawn; Una in sight; Rough and Ready not in sight.

The second College Union Regatta took place at Worcester on the 24th of July, 1860. Challenges were sent by the Sophomores and Freshmen of Yale to the Sophomores and Freshmen of Harvard, to row at Worcester at the same time and under the same regulations as the University crews, which were accepted. Result: the race between the Freshmen came off first. Time: Thetis, Harvard Freshmen, 19 minutes 40½ seconds; Glyuna, Yale Freshmen, 20 minutes 20 seconds. Sophomore boats: One of the crew of the Yale Sophomore boat was taken sick during the race, so that they did not pull over the course. Harvard Sophomore, the Haidee, won the race, making the three miles in 20 minutes 17 seconds. For the University race, the Harvard, Brunonia, and Yale took their positions, and at the signal started, the Harvard taking the lead, which she maintained during the race. Time: Harvard's time, 18 minutes 53 seconds. Yale's, 19 minutes 5½ seconds; Brunonia, 21 minutes 15 seconds; The Harvard therefore received the champion flags.

The Citizens' Regatta came off next day, open to all competitors. Boats entered: The Gersh Banker from Newburgh, N. Y. pulled by a powerful crew, with Josh Ward for stroke-oar. The Union, four-oared, from Boston; Quickstep, four oars, of Boston. The Banker won easily, in the fine time of 18 minutes 37 seconds; Yale, 19 minutes 10 seconds; Union, 19 minutes 41 seconds; Quickstep, — minutes — seconds. Gersh Banker took first prize, one hundred dollars, the Yale, the second, sixty dollars. Another race took place on this day between the Haidee, Sophomore boat; the Thetis, Freshmen, of Harvard; and the Thulia of Yale. The Thulia was fouled by the Haidee, and dropped out of the race. The Haidee came in first, but was ruled out on account of fouling the Thulia, and the Thetis took the prize.

The following officers were chosen for the year 1861: Commodore, Charles T. Stanton, Jr.; First Fleet Captain, E. S. Lyman; Second Fleet Captain, C. H. Raymond; Treasurer, S. Appleton.

Union College Regatta, Worcester, July 29, 1864. Dis-

tance, three miles ; prize, set of silk colors. First six-oared race, the boats were : Yale Sophomore, 1866, C. Rosevelt (stroke) ; and the Harvard Sophomore, 1866, F. Crowninshield (stroke). The Harvard boat won in 19.04 ; Yale crew's time, 20.15. The next race was between the University crews for the champion flags. Yale rowed by Wilbur R. Bacon (stroke) ; M. W. Seymour Louis Stoskopf, E. B. Bennett, E. Coffin, Jr., W. W. Scranton (bow). Colors, flesh-colored shirts, blue handkerchiefs. Harvard rowed by H. G. Curtis (stroke) ; R. S. Peabody, T. Nelson, J. Greenough, E. C. Perkins, E. Farnham (bow). Colors, crimson handkerchiefs, white shirts.

The Yale shot off with a grand stroke, and looked a winner from the start ; early in the race she drew away from Harvard, turned the upper stake-boat first, and came down the home-stretch a good winner in 19.01. Harvard's time, 19.43½. The result of this race transferred the champion colors from Harvard to Yale, the former having held them for a long period.

Annual College Regatta, Worcester, July 28, 1865. The first race for the local championship of Worcester was rowed for by two four-oared shells, and won by the Quinsigamond Club. The next race was between the Yale, forty-eight and a half feet long, twenty-two and a half inches wide, rowed by Wilbur R. Bacon (stroke) ; Edward B. Bennett, Louis Stoskopf, Isaac Pierson, Edmund Coffin, W. W. Scranton (bow). Harvard, forty-six feet long, twenty-six inches wide, Frederick Crowninshield (stroke) ; E. T. Wilkinson, William Blaikie, E. N. Fenno, E. H. Clark, C. H. McBurney (bow).

Yale went away at the signal at an extremely rapid pace, her stroke, Wilbur R. Bacon, giving his crew very effective work to do. From the start to the finish the Yale was rowed in true winning style, and she made the distance, three miles, in the unusual time of 18.42½ ; Harvard, 19.09. July 29, the same boats and crews contended in the Citizens' Regatta for prizes of two hundred dollars and seventy-five dollars ; Yale won the first, in 19.05½ ; Harvard the second prize in 19.20½. Judge for Yale, Mr. William Wood of New York, who also trained the victorious crew :

Judge for Harvard, Mr. R. H. Derby. Referee, Mr. Joshua Ward. Mr. Bacon, the stroke oar of the Yale, in these contests which resulted so creditably to the college which his boat and crew represented, is now a resident of New York. In addition to being one of the best amateur oarsmen in the country, he is personally a good illustration of the advantages of physical culture and training.

The College Regatta for 1866 came off on Lake Quinsigamond on July 28. The first race was between Sheffield Scientific, of Yale, and the Lawrence Scientific, of Harvard; both six-oared shells, built by McKay. Harvard boat won in 18.53 $\frac{1}{2}$; Yale's time, 19.38.

The University crews for the champion colors appeared as follows:

Yale, rowed by E. B. Bennett (stroke); W. A. Copp, W. E. Wheeler, E. Coffin, A. D. Bissell, Frank Brown (bow); forty-eight, and a half feet long, twenty-one inches wide. Colors, white and blue.

Harvard: W. Blaikie (stroke); E. T. Wilkinson, E. N. Fenno, R. S. Peabody, A. P. Loring, C. McBurney (bow); fifty-six feet long, nineteen inches wide. Colors, crimson and white. The Harvard won in 18.43 $\frac{1}{2}$; Yale's time, 19.10.

The autumn regatta of the Yale Navy came off on the 16th October, 1866. There were two races, a gig race and barge race. The shells had no contest. For the gig race, three boats were entered: Varuna, Glyuna, and Undine. The race was won by the Varuna, who came in one minute and seven seconds ahead. The following is the time of each: Varuna, 19 minutes 13 seconds; Undine, 20 minutes 6 seconds; Glyuna, 21 minutes 7 seconds. The Glyuna fouled with the Undine; the Commodore, however, decided in favor of the Undine. The following are the names of the victorious crew: S. Parry, 1868, stroke; C. T. Collins, 1867; R. Terry, 1870; B. Vincent, 1867; J. C. Hall, 1868; J. Coffin, 1868, bow.

In the barge race three boats were entered, the Undine, Glyuna, and Varuna. The race was won by the Undine, who came

in thirty-nine seconds ahead. The time of each boat was as follows; Undine, 21 minutes 10 seconds; Glyuna, 21 minutes 55 seconds; Varuna, 23 minutes 49 seconds. The names of the winning crew are as follows: Bennett (stroke); Littleton, Weed, Clarke, Bristol, Koon (bow); coxswain, Pope. The prize in this race consisted of a set of silver oars, which are to be worn as a badge of honor by the crew. In the other race the prize was the gig flag. The Undine held it, and by this race it passes into the hands of the Varuna. Distance in each race, $2\frac{1}{2}$ mile.

This regatta brings the rowing history of Yale down to the period of our publication. Its record is complimentary to the college in the highest degree, and proves that its students and graduates have contributed liberally to the advancement of American amateur oaranship.

ATALANTA BOAT CLUB.

The Atalanta Boat Club, of New York, was organized May 5, 1848, at a meeting held at the residence of Mr. Frank Charlton, to whom is due the credit of proposing the appropriate and significant name so long worn with honor and distinction by this association. The following gentlemen were present at the meeting, and assisted in the formation of the Club: Messrs. Francis Charlton, Andrew C. Armstrong, Robert Livingston, J. W. Carlisle, John Charlton, Jr., Joshua Cameron, William A. Bailey, John R. Thompson, James Graham, J. J. Dunlap, and John Aulger. The first boat owned by the Club was a heavy four-oared barge, twenty-seven feet long, built by James, of Brooklyn. In the latter part of the summer of 1848 the Club sold this boat and purchased the old eight-oared club boat *Gazelle*, formerly attached to the Castle Garden Amateur Boat Club Association. The *Gazelle* was built by Crolius, and in her bright colors of scarlet and gold always took part in the auld lang syne Castle Garden regattas. The first boat-house of the Club was located at the foot of Thirteenth street, North river. It was merely a long and narrow shed, scarcely

wider than the boat, and a picture of it would form a striking contrast to the spacious and tasty boat-houses of the present day. In May, 1851, they removed to a new boat-house which they had erected at the foot of Christopher street.

During the first few years of the Atalanta's existence, the Conover, Manahatta, Duane, and George Washington clubs, then about the only clubs in our city, occupied houses in the same slip. The "olden-time" clubs were all gone, and the boating spirit of the metropolis was at a low ebb. There were no regattas of any kind, and gradually, one after another, the Manahatta, Duane, George Washington, and Conover clubs had their last launch and row, and were disbanded, leaving the Atalanta almost "alone in her glory," and the one solitary representative of that proud miniature fleet which, in the days of the Castle Garden Association, and their rivals, the Independent Boat Club Association, were wont to dot the waters and wake the echoes of the Hudson.

Fortunately the new regime, composed of the excellent rowing clubs of the present day, began to make their appearance. For a long period, even after the formation of the new clubs above alluded to, there were no amateur match races or regattas rowed, the clubs contenting themselves with pulling up to Stryker's Bay, Fort Lee, Pleasant Valley, etc., and latterly to Guttenburg, as being a more easily reached and popular resort. The pleasant trips now so frequently enjoyed by all of our clubs were almost inaugurated by the Atalantas. We allude to a pull "around the island." The following is the "log" of our last row with the Atalantas, some fifteen years since, and may furnish the reader with a faint idea of how we used to make the circuit of Manhattan Island:

"Shortly before nine o'clock A.M. we manned the eight-oared Atalanta. The barge was all ataunto, and gaily decked with the beautiful silk colors and insignia of the 'A. B. C.' Taking it easy, and just hitting the good old boat along with a pleasure stroke, we proceed down the river, stopping at Castle Garden; thence into the East river, along its forests of masts up to the Harlem, we sped our way, frequently saluted by steamboats and

from the shore, all of which compliments were quickly responded to by 'tossing oars' in regular boat-club fashion.

"The boat's keel grated the sands of Kingsbridge, High Bridge, etc., etc., at which places a brief rest was enjoyed. The annual dinner was partaken of, and keenly relished, at Macomb's Dam. Through the classic 'Spuyten Duyvel' creek, whose waters the genius of an Irving and Cooper has made imperishable, the boat's keel kisses again the surface of the river of rivers, the Hudson, with her prow 'homeward bound.' And now for Stryker's Bay, whose pleasantly sheltered basin has been the favorite rendezvous of boat clubs from 'time immemorial.' At this charming rural retreat the hours flew unheeded by, in jocund mirth, song, and story, until the 'stilly night' had usurped imperceptibly the place of one of the loveliest and brightest of June's halcyon days. Again obeying the coxswain's whistle, the boat is in motion, the crew joining with a will in Tom Moore's pathetic old refrain of the 'Canadian Boat Song':

'Faintly as tolls the evening chime,
Our voices keep tune, and our oars keep time.
Soon as the woods on shore look dim,
We'll sing at St. Ann's our parting hymn.
Row, brothers, row, the stream runs fast,
The rapids are near, and the daylight's past.
* * * * *
But, when the wind blows off the shore,
Oh! sweetly we'll rest our weary oar.'

"About nine P.M. the Christopher street light is made, the boat and crew safely moored in the snug harbor of the Atalanta boat-house, and the voyage around Manhattan Island is safely over."

The first and only regatta of the Hudson Navy came off on Saturday, September 29, 1860, over the Elysian Fields course; distance three miles. At three P.M. the judges called the boats for the first race, which was a "handicap" for the champion flag, open to all boats of the navy. The prize for the six-oared boats also was awarded by the result of this race. The following started: What Is It, forty-five feet, six oars, Neptune Club; Waverley,

thirty-eight feet, six oars, Waverley Club; Excelsior, forty feet, four oars, Atalanta Club; Lightfoot, forty-three feet, six oars, Atlantic Club; Aurora, forty-five feet, Aurora Club; Niantic, forty feet, six oars, Niantic Club. The Excelsior, of the Atalanta Club, came in first, in twenty-one minutes; the Lightfoot was 21.24. The Aurora being a shell, had to allow the latter twenty-four seconds, which made the race a tie. The second race was contested by What Is It, Ivanhoe, and Volante, of the Atalanta Club; all four-oared. The Volante won easily in 28.03. The third race was for barges. Two came into line; the Atalanta, eight oars, and Our Jessie, six oars. The former won in 22.33; Our Jessie's time, 23.58.

On Thursday, August 6, 1863, the Atalanta and Gulick Clubs rowed a race on the Hoboken three-mile course. The Gulick rowed in a six-oared shell, formerly the Thulia, of Yale College. Her crew consisted of W. H. Matthews (stroke); J. Ward, R. Halliday, M. Halliday, M. Mulligan, W. H. Spear (bow); coxswain, G. L. Devoe. The Atalanta rowed in the shell P. L. Tucker. Her crew were Charles Ingalls (stroke); R. Withers, J. Lindsey, W. Mainland, A. S. Swan, and George Roahr (bow). No coxswain. The Gulick won the race in 20.10.

On Thursday, October 6, 1864, Alden S. Swan and Benjamin F. Benson, of the Atalanta Club, rowed a five-mile race in seventeen feet single-scutt working boats. The course was a stake-boat one and a quarter miles up the river, thence back to the starting-point, and repeat. Swan rowed in the Sixty-one, named in compliment to Sixty-one Hose. Benson's boat was the Eloise. The race was won by Swan, in 48.15. Benson's time, forty-nine minutes. Referee, David Banks, Jr.

On Thursday, November 24, 1864, the first annual regatta of the Club came off on the Hudson river, off Hoboken. The first race was a contest between the married and single members. The married men rowed in the Ivanhoe. Her crew consisted of George Roahr (stroke); W. Mainland, R. Parker, John King; coxswain, A. S. Swan. The single crew rowed the Volante, manned by Charles Ingalls (stroke); C. Devoe, B. F. Benson, H. H.

Dyer; coxswain, Seth Noyes. The *Ivanhoe* won in 27.15; distance, three miles. The second race was for five miles, single-scutt boats, between Alden S. Swan, of the *Atalanta*, and Mr. Conger, of the Waverley Club, for a silver champion belt. Swan won this race and the belt easily, in 50.10. Conger's time, 53.10. The final race was a single-scutt scrub race by the members. This race was won by George Roahr. The prize in this race was the Banks Cup, presented by David Banks, Jr., a member of the Club.

On Saturday, August 19, 1865, the *Atalanta* and *Columbia* clubs rowed a three-mile match, the latter sending the challenge. At half-past five P.M., the judges notified the boats to appear. President Dyer, of the *Atalanta*, had tossed for and won the choice for his crew, who took the in-shore position. Both crews were soon stripped of all their fancy club uniforms, and pulled into line in rowing costume, as follows:

Atalanta—rowed by George Roahr (stroke); William H. Webster, John Lindsey, William C. Mainland, Albert Knapp, Alden S. Swan (bow); coxswain, J. Ogden. Built by Mr. George Roahr, forty-five feet long; dress, white shirts, white pants, red handkerchiefs.

Columbia—rowed by Henry R. Rough (stroke); John C. O'Neill, John F. Bolen, John C. Barry, James Rough, James Hutchison (bow); coxswain, Gilbert T. Woglom. Built by Ingersoll; forty-five feet long. Dress, pink shirt, white handkerchiefs, and blue pants.

The course was from a stake-boat moored off the Elysian Fields, Hoboken, one and a half miles up the river and return. The *Columbia's* oars were the first to dip, and for a few strokes her bow was a few feet in advance of the *Atalanta*; but the latter crew soon settled to their work, and in a short time their superiority was apparent. At the upper stake the *Atalanta* had won a lead of from two to three lengths, and she came down the river, her crew pulling well within themselves, with a lead varying from three to five lengths, passing the judges' boat thirty seconds ahead of the *Columbia*, 23.35.

Judge for *Atalanta* Boat Club—Henry H. Dyer. Judge for

Columbia Boat Club—John K. Simpson. Referee—Charles A. Peverelly.

On Saturday, August 26, 1865, the Atalanta and Columbia clubs again joined issue for a three-mile race, over the same course as in the previous Saturday. The Atalanta challenged the Columbia to pull their six-oared boat, barring three of the crew who rowed in the six-oared race against the Atalanta's four-oared Volante. The Volante withdrew from the course in consequence of the loss of one of her outriggers. The Columbia won the race in 22.40.

September 30, 1865, the Atalanta and Atlantic Clubs rowed a three-mile race over the course off the Elysian Fields. At five o'clock p.m., the judges called the contestants into line preparatory to the start:

Atalanta—entered by the Atalanta Boat Club, rowed by Geo. Roahr (stroke); John Lindsey, William H. Webster, William Mainland, R. Withers, and A. Knapp (bow); coxswain, Seth Noyes. Uniform: white shirt, blue pants, and red handkerchief.

Lightfoot—lapstreak outrigger, forty-two feet six inches long, entered by the Atlantic Boat Club; rowed by W. J. Frink (stroke), Charles E. Tuthill, S. E. Russell, W. Gibson, M. B. Arnold, John White (bow); coxswain, S. B. Tuthill. Uniform: blue pants, white shirt, and blue handkerchief.

They made an even start, the Atalanta's bow showing slightly in front after a few strokes. The Atalantas gradually increased their lead, until they reached the upper stake-boat a good length ahead. In turning the Atalanta did poorly, while the Lightfoot made an excellent turn, and when both were headed down the river they were nearly bow and bow. But the Lightfoot's crew could not hold the Atalantas, who left them steadily, and every stroke placed more and more clear water between them, until the former rowed home a winner in 21.20. At the conclusion of the race the Atlantics extended a generous hospitality to the Atalantas, in their boat-house at Hoboken.

The second annual regatta of the club came off October 28, 1865, off the Elysian Fields; the first race, for seventeen feet sin-

gle-working boats, for the Club's silver belt, had three entries.

Meteor, rowed by A. W. Knapp; David Banks, Jr., rowed by George Roahr; and Zephyr, rowed by W. C. Mainland. Shortly after three o'clock P. M. a fine start was made, and for a short distance they rallied each other quite closely. After this Roahr drew away from his competitors, rowing home the easiest of winners, in 27.40; the Zephyr came in second, in 29.55; the Meteor brought up the rear in 30.30.

The second race was between the married and single members of the club, in four-oared shells. Two boats were entered.

No. 1.—New York, forty-two feet three inches long, twenty-three inches wide, rowed by the married men. Alden S. Swan (stroke); W. C. Mainland, No. 2; Ransom Parker, No. 3; George Roahr (bow). White shirts, red handkerchiefs, blue pants.

No. 2.—Knickerbocker, forty-seven feet long, twenty inches wide; rowed by the single men. R. Withers (stroke); W. A. Knapp, No. 2; John J. Wilson, No. 3; John H. Lindsey (bow). Blue shirts, crimson handkerchiefs, blue pants.

When the signal was given, the New York's oars dipped the first, and the Benedicts were off immediately. The Knickerbocker did not jump away as lively as her rival, and on the third or fourth stroke one of her rowers "caught a crab," which circumstance was far from helping her along any. Notwithstanding this mishap, the bachelors made an exceedingly good race of it, keeping close up with the New York as long as they were in sight. They came down the home stretch almost bow and bow, and when they were but a short distance from the goal it was hard to name the victor; but all doubts were solved by the New York's shooting past the home stake-boat about one length on the lead, in 23.45; the Knickerbocker was four seconds astern.

On Saturday, June 30, 1866, the Atalanta Club and the Mutual Club of Albany rowed a three-mile match race off the Elysian Fields. The race originated in a challenge from the Mutuels, who are the youngest rowing club in the State, while

the *Atalantas* are the oldest, having been organized for nearly nineteen years. The *Mutuals'* proposition was for a home-and-home match, one race to be rowed in New York, one in Albany, and the "rubber," if the result of the two races necessitated it, to be rowed upon neutral waters, half-way between New York and Albany. The *Atalantas* accepted the proposition, and both crews went into immediate and thorough training.

The *Mutual Club* left Albany on Thursday evening, on board the *St. John*, arriving in New York on Friday morning, June 29th. A committee of the *Atalantas*, in their eight-oared barge *Excelsior*, received them, and after assisting them to launch their boat, escorted them up the river to the *Atalanta's* house, where their boat was safely housed.

The next day, Saturday, June 30th, neither party did a great deal of rowing, but occupied themselves in putting a racing bottom on their boats and in other necessary preparations for the trial. The *Atalanta Committee on Reception*, engaging steamboat, music, etc., consisting of ex-president Henry H. Dyer, Washington M. Haddock, and Seth M. Noyes, attended to their duties in a very efficient manner. The fine and spacious double-decked barge *Geraldine*, and a steamer, were chartered by this committee to accommodate the *Atalanta's* many friends, together with a numerous representation of the *Mutuals'* well-wishers from Albany. Invitation cards were issued by the *Atalanta Club*, with the members' names and compliments attached to each guest's invitation, and in this manner as elegant and select an assemblage was gathered as ever attended any aquatic demonstration in Gotham's waters. At 5.20 the boats were called into line; the *Atalanta*, having won the toss for choice, taking the in-shore position, the *Mutuals* being next to the judges' boat.

No. 1.—*Atalanta*, of the *Atalanta Boat Club*, rowed by George Roahr (stroke); Russell Withers, John Lindsey, William H. Webster, William C. Mainland, Alden S. Swan (bow); coxswain, John King. Dress: crimson handkerchiefs, white shirts, and white pants.

No. 2.—*Ivanhoe*, of the *Mutual Boat Club* of Albany, built

by Ingersoll, of New York, forty-three feet long; rowed by Holley Gardner (stroke); Henry T. Truax, Herman Bower, Charles Treoster, Anthony G. Graves, Jr., Charles Piepenbrink (bow); coxswain, John H. Featherly. Dress: white handkerchiefs, white shirts, and white pants.

The referee having explained to both crews the mode of turning the upper stake-boat, and cautioned them against fouling, a beautiful start was made, both crews dipping their oars at the same instant for the send-off. The contest was extremely close all the way to the upper stake, the *Atalanta* rounding it first by a little more than one length. The return was rowed at a very rapid pace, a strong tide helping them along wonderfully. The *Atalantas* now hit their boat off with a livelier stroke; and, notwithstanding every exertion on the part of the *Ivanhoes*, she gradually increased her lead, until she rowed past the judges' yacht, a winner of the race by four lengths in the clear, in 18.43, the *Ivanhoe* coming home in 18.58.

When the *Mutuals* rowed in, they were cheered from every craft of the immense flotilla, which literally covered the river; the *Atalanta's* crew, with oars apeak, gave them a double round of applause. Every club and sail-boat in the vicinity followed the creditable example, and the Albanians received an ovation such as New York city ever extends to stranger and guest.

In the evening, at nine o'clock, the *Atalantas* and *Mutuals*, together with a large number of invited guests, consisting of nearly one hundred persons, sat down to a dinner at Vollman's Park Hotel, Hoboken. On Monday morning, July 2d, the *Mutuals* left for Albany on board the *Daniel Drew*; the *Atalantas* in the *Volante*, cheering them and saluting them as they started up the Hudson for "home, sweet home."

Judges for Mutual Boat Club—Daniel W. Merchant, James A. Shattuck. Judges for *Atalanta* Boat Club—David Banks, Jr., M. V. B. Smith. Referee—Charles A. Peverelly.

The return race of the home-and-home match between the Mutual Boat Club, of Albany, and the *Atalanta* Boat Club, of

New York, came off on Wednesday afternoon, July 11, 1866, on the Hudson river, at Albany. The *Atalantas*, with their boat, left New York on the *St. John*, on Monday, June 9, reaching Albany early on Tuesday morning. They were met by the Reception Committee of the Mutuels, consisting of Messrs. A. G. Lathrop, Chairman; James A. Shattuck, E. S. Near, J. T. Featherly, and John R. Lindsley, who, after seeing the *Atalantas* safely placed in the Mutuels' boat-house, escorted them to Stanwix Hall for breakfast. At ten A.M. the Mutuels escorted the *Atalantas* on board the steamboat *J. P. White*—which boat had been chartered by them for an excursion to Troy. After visiting everything of interest in that pleasant city, and partaking of an excellent dinner, the party reëmbarked, and reached Albany about four P.M.

On Wednesday, large delegations of the boating organizations of New York, Philadelphia, Brooklyn, etc., arrived in Albany to witness the race. The boat-clubs of New York were very strongly represented—the members of the *Columbian*, *Atlantic*, *Waverley*, *Alcyon*, *Bergen Point*, *Viking*, etc., turning out in force, wearing their club badges.

At about half-past four o'clock the sloop *Lurline*, containing the judges, reporters, and referee, left the Mutuels' boat-house, and beat down the river a short distance, coming to an anchor off the foot of Westerlo street. The barge *Buffalo*, towed by the steamboat *J. P. White*, was chartered by the Mutual Club for the accommodation of their many friends, and their decks were literally filled with the beauty and fashion of the city of Albany. The ladies, in particular, gathered in numbers to satisfy even the stranger that an amateur boat-race, properly conducted, is worthy of their patronage and presence, and that the Mutual blue-jackets, upon any festive aquatic day, can command from the belles of the capital of the Empire State an enthusiastic and willing ovation. Schreiber's band was on board the *Buffalo*; and shortly before five o'clock she left the foot of Maiden Lane in order to accompany the boats on the course.

The toss for position was won by the Mutuels, and they se-

lected the place next to the judges' yacht, the *Atalantas* being next to the Albany shore. At twenty-five minutes to six o'clock they rowed into line.

No. 1.—*Ivanhoe*, of the Mutual Boat Club of Albany, six-oared lapstreak outrigger; color white, with red stripe. Rowed by Holley Gardner (stroke); Henry T. Truax, Herman Bower, Charles Troester, Charles G. Cook, Charles Piepenbrink (bow). Coxswain, John H. Featherly. Dress: white handkerchiefs, white shirts, and black pants.

No. 2.—*Atalanta*, of the *Atalanta* Boat Club of New York, six-oared lapstreak outrigger; color, natural cedar, varnished. Rowed by George Roahr (stroke); Russell Withers, John Lindsey, William H. Webster, William C. Mainland, Alden S. Swan (bow). Coxswain, John King. Dress: crimson handkerchiefs, white shirts, and white pants.

The course was from the judges' yacht, moored off the foot of Westerlo street, up the river one and a half miles and return. At the word they got off evenly, the start being an excellent one. The *Ivanhoe's* oars dipped a shade first, and for a few strokes her bow appeared to be several feet in advance of the *Atalanta's*. Before two hundred yards were pulled, the *Atalanta* was well in front. She rounded the upper stake-boat about three lengths ahead, and came home some fifty seconds ahead of the *Ivanhoe*. *Atalanta's* time, 23.05; *Ivanhoe's*, 24.00.

The Mutuals labored under considerable disadvantage in having a larger boat, and not rowing together for a longer period, having only been organized for about one year. In the evening, at nine o'clock, the *Atalantas* were entertained in superb style at Stanwix Hall, some one hundred and thirty people participating in a banquet given in their honor by the Mutual Club. After satisfying the inner man, a happy occasion was passed, one that will long be treasured up in the remembrance of the lovers of amateur boating. Mr. A. G. Lathrop, the President of the Mutual Club, made some excellent remarks, highly complimentary to the *Atalanta* Boat Club, to which Mr. Alden S. Swan, President of the *Atalanta* Boat Club, responded

in eloquent and appropriate terms. For the Atlantic Club, of Hoboken, President Theo. Tuthill returned thanks in an exceedingly tasty and neat speech. Mr. John Bolen, the head of the Columbia Boat Club, answered pithily for that association. For the Waverley Boat Club, Mr. Murray replied; while gentlemen connected with the Bergen Point and Alcyon Clubs made fitting replies to the complimentary sentiments tendered them. For the Pioneer Boat Club, of Albany, Mr. Rosendale made one of the most enthusiastic speeches of the evening; and though last, far from least, Mr. Mitchell, of the Quaker City Barge Club, of Philadelphia, replied for that popular organization. The Mutuals were properly extolled by several gentlemen present, and the banquet terminated in a perfect demonstration of warm-hearted good-fellowship.

The Atalantas returned to New York on Thursday, on the St. John. As she left her dock for Gotham, a mutual interchange of "three times three," with a repeat, formed a fitting finale to the most exciting and interesting amateur home-and-home boat race ever rowed in the waters of the State of New York.

Judges for Atalanta Boat Club: David Banks, Jr., and Charles Ingalls. Judges for Mutual Boat Club: Daniel W. Merchant and James A. Shattuck.

Referee: Allston Adams, of the Pioneer Boat Club, of Albany.

October 6, 1866, the Atalanta entered in the six-oared race at Yonkers, the prize being a handsome silk American ensign. The distance was five miles; the entries were the Gulick, Columbia, and Atalanta. At the start the Atalanta went away with the lead, the Gulick being second. Before the upper stake-boat was reached the Gulick passed her, and kept her advantage throughout the race, winning the prize in thirty-five minutes. The Atalanta was second, and the Columbia third. •

The third annual regatta of the Atalanta Boat Club of New York came off on Monday, October 15, 1866, over the Elysian Fields course. The race was rowed in seventeen feet single-

scull working-boats, and the following members entered for the elegant champion belt of the club :

Unknown—rowed by William C. Mainland. Dress : white shirt, blue pants, crimson handkerchief. David Banks, Jr.—rowed by Russell Withers. Dress : green plaid shirt, dark pants, red handkerchief. Meteor—rowed by Ransom Parker. Dress : pink shirt, white handkerchief, white pants. Buckshot—rowed by J. Ogden. Dress : purple shirt, white handkerchief. Fannie C. Russell—rowed by Daniel Probst. Dress : scarlet shirt and blue pants.

The weather was cold and disagreeable, and the high wind rendered the water very rough. At the signal, all of the above boats came into line, with the exception of the Meteor. At 5.15 the start was made, Mainland showing in front. Mainland came home an easy winner, in the good time, considering the roughness of the water, of 30.30. Probst, who passed Withers within a half mile of the home stake, was second, in 32.00. The Banks was third; time, 32.40.

The belt for which the members of the Atalanta Boat Club contend annually is a silver one, manufactured in 1864 by Messrs. Tiffany & Co., at a cost of one hundred and fifty dollars. It is an elegant and tasty affair, and is beautifully engraved with aquatic insignia. Its first holder was Mr. Alden S. Swan, the present President of the Club. In 1865 it was won by Mr. George Roahr. For 1866 it will be in the watchful keeping of W. C. Mainland.

OFFICERS OF THE ATALANTA BOAT CLUB FROM THEIR ORGANIZATION.

May, 1848.—President, Robert Livingston; Secretary and Treasurer, Frank Charlton.

January, 1849.—President, W. D. Nichols; Secretary, James Graham; Treasurer, Frank Charlton.

January, 1850.—President, W. D. Nichols; Secretary, James Graham; Treasurer, Frank Charlton. In May, 1850, Mr. Charlton was elected to the Presidency for the unexpired term of Mr. Nichols, resigned.

January, 1851.—President, Joseph W. Avis ; Vice-President, Charles A. Peverelly ; Secretary, James Graham ; Treasurer, William A. Bailey.

January, 1852.—President, Charles A. Peverelly ; Vice-President, William A. Bailey ; Secretary, Frank Charlton ; Treasurer, James Graham.

January, 1853.—President, Charles A. Peverelly ; Vice-President, William A. Bailey ; Secretary, Frank Charlton ; Treasurer, James Graham.

January, 1854.—President, James R. Hay ; Vice-President, George E. Costar ; Secretary, William Roberts, Jr.

January, 1855.—President, James R. Hay ; Vice-President, George E. Costar ; Secretary, William Roberts, Jr. ; Treasurer, M. F. Lane.

January, 1856.—President, James R. Hay ; Vice-President, Wm. H. Webster ; Secretary, E. M. Cook ; Treasurer, L. F. B. Hatfield.

January, 1857.—President, James R. Hay ; Vice-President, W. H. Webster ; Secretary, John King ; Treasurer, L. F. B. Hatfield.

January, 1858.—President, William Roberts, Jr. ; Vice-President, Charles Ingalls ; Treasurer, L. F. B. Hatfield ; Secretary, Joseph G. Hoffman.

January, 1859.—President, B. Frank Curtis ; Vice-President, J. G. Rochefort ; Secretary, John King ; Treasurer, L. F. B. Hatfield.

January, 1860.—President, B. Frank Curtis ; Vice-President, Charles Ingalls ; Secretary, John Wilson ; Treasurer, L. F. B. Hatfield.

January, 1861.—President, Charles Ingalls ; Vice-President, William H. Webster ; Secretary, Russell Withers ; Treasurer, H. H. Dyer.

January, 1862.—President, Charles Ingalls ; Vice-President, William H. Webster ; Secretary, Russell Withers ; Treasurer, H. H. Dyer.

January, 1863.—President, William H. Webster ; Vice-Presi-

dent, Isaac C. Shurlock; Secretary, W. A. Mainland; Treasurer, A. S. Swan.

January, 1864.—President, Henry H. Dyer; Vice-President, A. S. Swan; Secretary, W. C. Mainland; Treasurer, W. M. Haddock.

January, 1865.—President, Henry H. Dyer; Vice-President, A. S. Swan; Secretary, W. C. Mainland; Treasurer, W. M. Haddock.

January, 1866.—President, Alden S. Swan; Vice-President, W. C. Mainland; Secretary, James W. Edwards; Treasurer, Charles Devoe.

Number of members: thirty active, twenty honorary. Uniform, sennit hat; jacket and pants of navy-blue cloth, corded with straw-colored silk cord; navy gilt buttons; white linen shirt, with blue collar and blue cuffs, with an anchor and eagle embroidered on the front; blue flannel navy shirt, with star on corner of the collar; blue navy cap, with name of the club on the front in gilt letters; blue double-breasted sack coat, with navy gilt buttons; and black leather belt with plated buckle. Racing costume, crimson silk handkerchief, white shirts, and blue pants.

The boats belonging to the club consist of the barge *Excelsior*, eight oars, forty-four feet long, four feet six inches wide. The lapstreak outrigger *Atalanta*, six oars, forty-five feet long, three feet four inches wide; both built by George Roahr. There are also two double-scutt and four single-scutt boats belonging to the members. The club was incorporated in February, 1866.

“*ATALANTA*—A mythical personage, who may have been a native of either Bœotia or Arcadia. The more authentic legend is that she was an Arcadian, and the daughter of Iasos, who, having prayed to the Gods for a son, was displeased at her birth, and as a mark of his displeasure banished her to the Parthenian mount. Here she was nurtured by a she-bear, and grew up to womanhood, becoming the most swift-footed of mortals. She vanquished the Centaurs who sought to capture her, participated in the Calydonian boar-bunt, and engaged in the Pelian games.

In the course of time her father was reconciled to her, and restored her filial rights to her; but when he urged her to choose a husband, she insisted that every suitor who aspired to win her should first contend with her in running. If he vanquished her he was to receive her hand as the prize of victory; if vanquished, he was to be put to death. Meilanon overcame her by practising the following artifice: As he ran he dropped three golden apples, the gift of Venus, one after the other along the course, which so fascinated Atalanta that she could not refrain from delaying to pick them up, and while she was thus delayed she was vanquished."

WAVERLEY BOAT CLUB.

The Waverley Boat Club of New York was organized on the 22d day of June, 1859; and almost from the very date of its organization, took a leading rank amongst the clubs on the Hudson river for the quiet demeanor and gentlemanly qualities of its individual members—a reputation they have for seven years sustained unsullied by the most trivial act.

The "Waverleys" have never claimed in any consideration to be regarded as a racing-club, and we know of but one regatta in which they have entered, namely, the "Hudson Navy Regatta," in September, 1860. The feature which they have closely adhered to has been pleasure-rowing, confining themselves to evening visits to Guttenberg, Fort Lee, Stryker's Bay, and other places on the Hudson, with an excursion now and then to Yonkers, and occasional trips "around the island." To the uninitiated we would remark that the latter excursion is in rowing distance about forty miles, and is the favorite trip of all the Hudson river clubs. In its performance they make the entire circuit of Manhattan island, or, as more widely known, the city of New York. Leaving a point on the Hudson, passing down to and around the Battery, where they enter the East river; thence up that river through Hell Gate and Harlem river, pass-

ing under High Bridge, and about three miles beyond, making the shoot of the rapids at Kingsbridge, where they enter Spuyten Duyvel creek, and from that on, passing under the Hudson River Railroad bridge, emerging again into the Hudson.

The "Waverleys" have been especially attentive to their numerous lady friends—many of whom will ever remember with pleasurable emotion the jovial and happy hours they have enjoyed on their moonlight excursions on the Hudson, seated in the beautiful barge of the Club; their oft-repeated visits to Guttenberg and Stryker's Bay, and the masquerades at "Kohler's."

In August, 1863, the Club visited Lake Mahopac—a beautiful sheet of water, and famous summer resort for New Yorkers—situated in Putnam county, New York, about forty-five miles from the city of New York, taking with them their eight-oared ladies' barge, Meg Merrilies. Their visit consumed ten days, which they occupied in treating the lady visitors at the numerous hotels to morning and evening excursions on the lake, as well as attending almost daily the complimentary hops, drives, dinners, and suppers tendered them.

In the following October they were again the beneficiaries of lavish courtesies extended to them by the officers of the Imperial Russian fleet, at that time lying in New York harbor; and the Admiral's vessel, as well as several others in the fleet, has been the scene of many a sumptuous entertainment, got up for the Club and their lady friends, and which gained for them an enviable notoriety; for all of which international comity the "Waverleys" reciprocated by presenting several beautiful testimonials of value to the officers of the fleet.

Throughout each year succeeding these festivities they have pursued the same unassuming tenor of their way that has ever been a prominent characteristic in their organization. We know of no amateur rowing club that stands higher in the estimation of the public, or who more fully deserve the honorable position which they have attained.

The "Waverleys" purchased the boat-house and property of

the famous Omacatl Club, situated at the foot of Christopher street, North river. Their boat-house is a model of neatness, and is sixty feet long by sixteen feet wide, containing a handsome dressing and meeting room, the walls of which are adorned with numerous paintings emblematical of aquatic sports. At the time of their organization they were in possession of a four-oared outrigger barge, thirty-six feet long, which they named the Twilight. To this they added, by their purchase from the Omacatl Club, the famous six-oared barge Wave, of Castle Garden notoriety, thirty-eight feet long, and the four-oared outrigger George Washington—the consort of the unconquered Thomas Jefferson; all of these boats the Club has disposed of. They now own an eight-oared barge, forty-one feet long, named the Meg Merrilies, and a four-oared outrigger barge, named the Ivanhoe; color of each, cedar; each built by Chris. J. Thoma.

Their rowing uniform consists of blue navy cap; white flannel shirt with blue trimmings; black patent-leather belt; black silk neck-handkerchief.

The dress uniform consists of sennit hat; blue cloth pants and jacket; white linen shirt, with blue trimmings; white merino undershirt; white and blue striped half hose; patent-leather pumps; black patent-leather belt; black silk neck-kerchief.

The limitation of the number of their active members is twenty-four, of which they have a full complement, with a large number of honorary members.

The list of officers since their organization is as follows:

1859, 1860, 1861.—President, John W. De La Mater; Vice-President, Robert L. S. Hall; Secretary, Benjamin F. Brady; Treasurer, James W. Todd.

1862 and 1863.—President, Benjamin F. Brady; Vice-President, Frederick Foster; Secretary, Eugene Heath; Treasurer, Charles H. Ellingwood.

1864.—President, Eugene Heath; Vice-President, Joseph W. Wildey; Secretary, Edgar S. Allen; Treasurer, Victor M. Watkins.

1865 and 1866.—President, Joseph W. Wildey; Vice-Presi-

dent, Henry J. Robinson ; Secretary, Benjamin F. Brady ; Treasurer, Elihu Adama.

GULICK BOAT CLUB.

The Gulick Boat Club, of New York, was organized June 9, 1859. This Club is composed mostly of members of Gulick Hose Company, No. 11. It is a spirited rowing club, and although they have not been formed so long a period as some of our boating associations, they will vie with any and all of them in all that pertains to excellence in our city aquatics.

The Gulicks' boat is a very handsome one, forty-five feet in length ; it is a lapstreak outrigger, pulling six oars, and was built by C. J. Thoma. The boat-house is at the foot of Christopher street, North river. Their uniform consists of blue pants, blue jackets, white shirts trimmed with blue, and regular navy straw hats, making a neat and tasty uniform.

In this Club are some expert and superior oarsmen, who have frequently exhibited their skill and prowess upon regatta occasions. The first year of their organization, they pulled from their boat-house in New York to Albany ; the first stretch was from New York to Newburgh, at which place they arrived in little over eleven hours ; thence to Hudson ; and arrived at Albany on the morning of July 4, 1859, where they were met by a committee of the Hiawatha Boat Club, together with delegates from the Atalanta Boat Club of New York, who were present, when all sat down to a splendid breakfast, at the invitation of the Hiawathas. The Hiawatha Club then housed the boat, and the members of the Gulick proceeded to Stanwix Hall, where they stopped during their stay in Albany. The following members rowed the Gulick on this excursion : George L. Devoe, coxswain ; W. H. Roberts, Jr., James Ward, W. H. Matthews, E. J. Heath, Robert Halliday, and W. H. Spear.

On September 10, 1860, this Club entered the sixth annual regatta of the Empire City Regatta Club, for six-oared boats—amateurs. Distance five miles.

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The crew was William H. Matthews, (stroke); James Ward, R. Halliday, John T. Lawrence, J. Y. White, W. H. Spear; coxswain, George L. Devoe. Uniform white, fancy caps.

The contestants were the Eagle, of New York, and the What Is It, of Hoboken. At the signal gun the boats all made a good start, but it was soon evident that the Gulick had the race, as she dropped the others rapidly astern; as they came down the river for their first turn, the Gulick was on a handsome lead, and rounded the judges' yacht some six or eight lengths in advance of the What Is It, which was second. The Gulick increased her lead during the remainder of the race, and came in a full distance ahead of her competitor, in the good time for a lapstreak, making three turns, of thirty-seven minutes and seven seconds. The prize won by the Gulicks on this occasion was the champion flag and a silver pitcher.

This club gave a ball, at the Apollo Rooms, on the evening of December 21, 1860. The ballroom was very handsomely decorated with the American colors, and festooned with bunting; at either end of the orchestra the Gulicks' bow and stern flags were conspicuously displayed, and over the principal entrance was an oil painting of the Gulick off the Battery, rowing up the Hudson. Castle Garden and the bay were faithfully depicted; and the regatta, forming the perspective of the scene, added to the effect of the picture. The affair was a perfect success, and reflected credit upon all connected with it.

The Gulick Boat Club also entered the seventh annual regatta of the Empire Regatta Club, on the 16th September, 1861, on the Harlem river. The crew was W. H. Matthews, stroke; James Ward, R. Halliday, J. Y. White, Edward Van Zyle, W. H. Spear, George L. Devoe (coxswain); uniform white, and fancy caps. This crew rowed their boat in a very handsome manner, and came in ahead of the two boats opposed to them, in the very good time of thirty-six minutes and forty-two seconds; again winning the champion flag and a silver pitcher. This time for an amateur crew, and making three turns in five miles, is remarkably good.

On the afternoon of August 16, 1863, an interesting race took place between the Gulick and Atalanta Boat Clubs, off the Elysian Fields, Hoboken. The distance rowed was three miles, one and a half up the river and return. The Gulick was rowed by W. H. Matthews (stroke); James Ward, R. Halliday, M. Halliday, M. Mulligan, W. H. Spear; coxswain, George L. Devoe.

The P. L. Tucker was rowed by the following-named members of the Atalanta Club: Charles Ingalls (stroke); Russell Withers, John Lindsey, William Mainland, A. S. Swan, and George Roahr, bow; no coxswain. Both boats, lapstreak shells, were forty-five feet in length, and built by McKay of Harlem. At the start, the P. L. Tucker took the lead by a length or more, and it was a close race between them to the upper stake-boat, which the Gulick turned one half length ahead; the latter boat gradually increased her lead upon the return, and came in four lengths ahead, in twenty minutes and eighteen seconds. Judge for the Gulick Boat Club, John J. Eckerson; Judge for the Atalanta Boat Club, W. Lawson; Referee, P. L. Tucker.

This was a friendly race between the two Clubs, and the evening passed off in a very pleasant manner over a fine repast provided by the Atalanta Club.

At the opening of the late civil war several of the Gulicks entered the Union army, and the Club became virtually disbanded. Early in the summer of 1866 they were, however, reorganized in a firm and solid manner. Their new boat-house, at the foot of Christopher street, North river, is one of the finest in the country. The house is sixty feet long, with a front of eighteen feet. It is two stories high; the lower is used for the boats, oars, etc.; the second story is fitted up as a sitting and meeting room, with lockers for each member to keep his club uniform in. It is furnished in a neat and substantial manner, so as to render it a pleasant rendezvous for the members at all seasons of the year. The Club has now a full roll of thirty or forty members. Upon it are the names of many of the best professionals of the city of New York. The Gulicks have also

many expert amateurs, which enables them to contend creditably in either amateur or professional races.

On Saturday, October 6, 1866, an interesting six-oared amateur race came off on the Hudson river, opposite Yonkers, for a prize of a rich and costly silk American ensign, given by Mr. Charles H. Smith, the proprietor of the Sherman House, of that place. The flag is six feet six inches long, and three feet six inches wide, with a two-inch fringe of heavy bullion lace. The flag cost one hundred dollars, and is truly a handsome and tasty affair. For this coveted prize three well known New York rowing clubs—the Atalanta, Gulick, and Columbia—entered the lists. The day was a beautiful, sunshiny one, even for “brown October;” and the river, with its white caps, although a little too rough, looked gloriously inviting. Early in the forenoon Yonkers was the rendezvous of large delegations of the lovers of boating from Albany, Poughkeepsie, Newburgh, and smaller places upon the Hudson; while Gotham, as usual, turned out in force to see the sport.

The boats drew their positions as follows :

No. 1.—Atalanta, entered by the Atalanta Boat Club of New York; lapstreak outrigger; built by George Roahr; forty-five feet long. Rowed by George Roahr (stroke); Russell Withers, Ransom Parker, William H. Webster, William C. Mainland, Alden S. Swan (bow); John King, coxswain. Dress—crimson handkerchiefs, white shirts and pants.

No. 2.—Gulick, entered by the Gulick Club of New York; lapstreak outrigger; built by C. J. Thoms; forty-four feet long. Rowed by William H. Matthews (stroke); Henry Roome, George Clarke, J. White, Thomas Moore, William H. Spear (bow); George L. Devoe, coxswain. Dress—white handkerchiefs, white shirts.

No. 3.—Lightfoot, entered by the Columbia Boat Club of New York; lapstreak outrigger; built by C. J. Thoms; forty-three feet long. Rowed by Henry R. Rough (stroke); J. C. O'Neill, J. Meredith, Peter McIndoe, J. Rough, J. Hutchison (bow); G. T. Woglom, coxswain. Blue handkerchiefs, pink shirts, and dark pants.

At the time of the start the water was quite rough, and there was considerable wind blowing. After some little delay, caused by the difficulty of getting the boats in an exact line, the referee gave the signal, "Are you ready? Go;" and the contestants jumped away, the *Atalanta* leading. The course was from the judges' boat anchored off Radford's dock, south down the river two and a half miles to a stake-boat and return, making it a five-mile race. The *Atalanta* held her lead for about two-thirds of the distance to the upper stake-boat, when the *Gulick* passed her, and, maintaining her advantage, turned the lower stake-boat some lengths ahead. Coming home the *Gulick* drew still further away from the *Atalanta*, until she rowed past the judges' boat a winner of the flag and the honors of the day in the good time of thirty-five minutes, the *Atalanta* coming in in thirty-five minutes forty-five seconds. The *Columbia* was not timed.

At the conclusion of the race the crews and a large number of their friends adjourned to the Sherman House, where Mr. Smith presented the flag with appropriate remarks. Mr. William H. Matthews, the stroke oarsman and President of the *Gulick* Club, received it, making a neat response. The *Atalantas* then cheered the *Gulicks* most heartily, the latter returning the compliment in earnest. The *Columbias* were also properly remembered, and the three crews fraternized together in a manner becoming young men who know how to pull an amateur boat race, and to take it philosophically, win or lose.

Judges—Messrs. Thomas Fearon and Lawrence Francis, of Yonkers. Referee—Charles A. Peverelly.

LIST OF OFFICERS.

1859.—H. M. Van Wart, President; Wm. H. Roberts, Secretary; Geo. L. Devoe, Treasurer.

1860.—H. M. Van Wart, President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1861.—H. M. Van Wart, President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1862.—Jas. Ward, President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1863.—Jas. Ward, President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1864.—Jas. Ward, President; John T. Lawrence, Vice-President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1865.—Jas. Ward, President; John T. Lawrence, Vice-President; Wm. H. Spear, Secretary; Geo. L. Devoe, Treasurer.

1866.—William H. Matthews, President; W. H. Spear, Vice-President; Geo. L. Devoe, Treasurer; Ezra S. Comor, Secretary.

ATLANTIC BOAT CLUB.

The Atlantic Boat Club, of Hoboken, New Jersey, was organized June 8, 1858, and from the period of their institution have occupied a front rank place among our amateur boating associations. The following gentlemen have acted as the Atlantic Club's officers since its advent:

1858.—Theo. M. Tuthill, President (Mr. T. has filled the position ever since, and is at this date, 1866, their popular first officer); John P. Gibson, Vice-President; Chas. E. Tuthill, Secretary; Walter W. Gibson, Treasurer.

1859.—John P. Gibson, Vice-President; Chas. E. Tuthill, Secretary; Walter W. Gibson, Treasurer.

1860.—M. B. Arnold, Vice-President; Chas. E. Tuthill, Secretary; Walter W. Gibson, Treasurer.

1861.—H. S. Lefman, Vice-President; J. McDougall, Secretary; M. B. Arnold, Treasurer.

1862.—Wm. Gibson, Jr., Vice-President; J. McDougall, Secretary; M. B. Arnold, Treasurer.

1863.—Wm. Gibson, Jr., Vice-President; Chas. E. Tuthill, Secretary; M. B. Arnold, Treasurer.

1864.—Wm. T. Frink, Vice-President; Chas. E. Tuthill, Secretary; M. B. Arnold, Treasurer.

1865.—Wm. T. Frink, Vice-President; E. L. Smith, Secretary; M. B. Arnold, Treasurer.

1866.—Alex. Hutchison, Vice-President; E. L. Smith, Secretary; W. T. Frink, Treasurer.

Their beautiful boat-house is located foot of Fourth street, Hoboken, N. J.; frame building, sixty-one feet long, twenty-six wide, thirteen feet high in the clear. The interior is fitted up with a complete set of gymnastic apparatus suited to boating-men, for the use of the members only. Here also are to be found engravings of all the principal oarsmen in the United States and England, together with records of all events of interest to boatmen.

Boats.—Lightfoot, forty-two feet ten inches long, two feet ten inches wide, thirteen inches deep; six-oared outrigger barge; natural cedar color; built by C. J. Thoms. Our Jessie, twenty-eight feet long and three feet six inches wide; four-oared barge; color black with gold stripe; same builder.

Uniform.—*Full Dress.*—Blue cloth jacket and pants, white duck shirt with blue collar, white knit undershirt, sennit hat, black silk cravat, and pumps. *Undress.*—Blue flannel pants and shirt, red flannel undershirt, felted cap, black silk cravat. *Racing.*—White knit undershirt and drawers, white handkerchief with blue border.

Badge of Office.—President: two gold embroidered crossed fowl anchors on left arm. Vice-President: one gold embroidered fowl anchor on left arm. Secretary: one silver embroidered fowl anchor on left arm. Treasurer: one silver embroidered fowl anchor, with gold stock on left arm.

Members.—Active, thirty-three; honorary, two; total, thirty-five.

The Club left Hoboken city to row to Philadelphia (*via* Delaware and Raritan Canal) in the six-oared barge, Our Jessie, on Monday, June 13, 1859, at half-past four o'clock A.M., accompanied by the Atalanta, Waverley, and other clubs of this city. After reaching the vicinity of Bedloe's Island, in the lower bay, the friends parted company with cheers, and a "God-speed" to

the Atlantic. The crew then "laid to their work" for "time," and having reached New Brunswick (a distance of forty-five miles) and dined, proceeded on their way, and reached Millstone about eight P.M., a distance of sixty-three miles. At day-dawn, on Tuesday, were again upon the way, and after various stoppages reached Trenton at three P.M., and at six P.M. again started and reached Florence at nine P.M. After stopping all night and breakfasting, at six A.M. on Wednesday manned the boat, and reached Walnut street wharf at nine A.M.—having pulled the entire distance (one hundred and twenty-five miles) in twenty-three hours and six minutes actual rowing time. Immediately upon landing they proceeded to the Girard House, where quarters had been provided for them by their Quartermaster, who had preceded them. Here they were elegantly entertained by the various clubs of the "City of Brotherly Love;" but were especially the guests of the "Bachelors'" Barge Club, who had but a few months previously received similar attentions from the Atlantic. The public reception was announced to take place on Wednesday afternoon at six o'clock, and long before that hour crowds of ladies and gentlemen were wending their way towards Fairmount, until not less than ten thousand persons had collected to see the display. The "Navy" had sent a steam tug to take the Atlantic and their escort around the south end of the city, and up to the Fairmount dam. Here the boats Linda and Iris, of the "Bachelors'," and Our Jessie, of the Atlantics, were manned, and immediately entered the lock around the dam. Upon reaching the level of the upper stream, the following "club boats" appeared drawn up in line: Ariel, Undine, Whisper, Intrepid, Atalanta, etc., etc., besides innumerable single and double scull boats, making the river fairly alive with the tiny craft. The "Our Jessie," escorted by the Linda and Iris, passed along this line, and was greeted by hearty cheers from both boats and shore, the ladies waving their handkerchiefs, and manifesting their welcome to the voyagers. After this formal reception, a stroll among the various boat-houses was indulged in, and the "crew" received the congratulations of the multitude. After a short delay, the boats

were again manned, and the visitors escorted to the falls of the Schuylkill, where a sumptuous supper had been prepared by the "Bachelors."

During their stay, which lasted for four days, they were the recipients of every attention at the hands of not only the boat clubs, but the citizens of Philadelphia. No place of interest was left unvisited, and invitations to extend their trip poured in upon them; but they were forced to decline them. They returned home on Saturday, *via* Camden and Amboy Railroad, and were received on their arrival by the Atalanta, Waverley, Aurora, and other clubs, and an elegant collation prepared for them in their boat-house, where hours were spent in telling over the events of the trip. The names of the crew were as follows: T. M. Tuthill, C. E. Tuthill, S. B. Tuthill, W. W. Gibson, W. Gibson, Jr., J. P. Gibson, H. S. Lefman, and John Gibson, Quartermaster.

The Atlantic Club has participated in the following races:

November 11, 1858.—On Thursday, a match came off between the four-oared boats *Our Jessie*, belonging to the Atlantic Boat Club, and the *Eagle*, of the Eagle Boat Club. The course was from a stake-boat moored off the Atlantic Garden up the North river two miles, to a stake-boat at King's Point, thence across to New York, and return to the home stake-boat—making a distance of about five miles. At the signal, at half-past two o'clock, the boats made a good start, the Atlantic almost immediately taking the lead, which she maintained throughout the contest, gradually increasing the space between herself and the *Eagle*, until, as she returned to the home flag-boat, she was more than a "distance" ahead of the *Eagle*. Both boats were well rowed, but the rapid and well measured stroke of the Atlantic's crew evinced the most practice and power. The Atlantic was manned by T. M. Tuthill, Wm. Gibson, Chas. E. Tuthill, Walter Gibson, and S. B. Tuthill, coxswain. The *Eagle* was rowed by R. Terhun, Jullien Crevier, Daniel Probst, Wm. Coope, and Felix Geheart. Time of the Atlantic, forty-two minutes thirty seconds.

September 29, 1860 (Hudson Navy Regatta).—Distance three

miles. Course: Opposite New York Yacht Club House, up the river one and a half miles, and return. Crew: W. Gibson, Jr. (stroke); T. M. Tuthill, W. W. Gibson, H. S. Lefman, M. B. Arnold, and W. T. Frink (bow); S. B. Tuthill, coxswain. Boat: "Lightfoot." Prize: Championship of the Navy. Result: Tie race with the four-oared shell *Excelsior*, entered by the *Atalanta* Club. Won the six-oared race, decided in the same contest, by six seconds. Time 21.24. *Same day*—With same crew, pulled in the barge race, and was beaten fifty-five seconds, by the *Atalanta*. Time 23.58.

September 30, 1865.—Match race with *Atalanta* Boat-Club of New York. Distance, three miles. Course, New York Yacht Club-House, up the river one and a half miles, and return. The *Lightfoot* was rowed by W. T. Frink (stroke); C. E. Tuthill, W. Gibson, Jr., J. E. Russell, M. B. Arnold, John S. White (bow); S. B. Tuthill, coxswain. The race was won by the *Atalanta* by eighteen seconds. Time, twenty-one minutes thirty-eight seconds. On Thursday, November 8, 1866, the *Atlantic* rowed a three-mile match race with *Columbia* Club, of New York, over the usual course off the Elysian Fields, Hoboken. The *Atlantics* rowed in the *Lightfoot*, with the annexed crew: Charles Roosevelt (stroke); Harry S. Magrane, J. E. Russell, John Wood, W. T. Frink, M. B. Arnold (bow); coxswain, S. T. Burnett. Costume—white handkerchiefs, with blue border, white shirts, blue pants. The *Lightfoot* made a very bad start, one of her crew springing his outrigger at the first stroke. This misfortune prevented the contest from being very close or exciting. The *Columbia* won the race in twenty-two minutes; the *Atlantic* came in thirty-five seconds later. The *Atlantic* Boat Club enjoys an enviable position among their brother rowing clubs of the metropolis and its vicinity; and the denizens of the little city of Hoboken are justly proud of them, deeming the organization one of their "live institutions."

ALCYONE BOAT CLUB.

The Alcyone Boat Club of Brooklyn was organized on the 11th May, 1859; the names of its founders being as follows:

George R. Noyes, E. R. Singer, M. Bridgman, C. H. Smith, R. S. Edwards, O. V. Coffin, W. R. Bunker.

List of Officers for 1859.—President, George R. Noyes; Vice-President, O. V. Coffin; Secretary, C. H. Smith; Treasurer, W. R. Bunker.

1860.—President, George R. Noyes; Vice-President, O. V. Coffin; Secretary, L. H. Holmes; Treasurer, W. R. Bunker.

1861.—President, O. V. Coffin; Vice-President, J. S. Slack; Secretary, W. V. Tupper; Treasurer, J. S. Hosford; Drill Captain, W. V. Tupper.

1862.—President, W. R. Bunker, resigned Oct. 9, when W. A. Stagg was elected; Vice-President, W. A. Stagg, till Oct. 9, when C. W. Beebe was elected; Secretary, W. H. Fernald; Treasurer, J. S. Hosford; Drill Captain, F. H. Lovell, resigned, Jan. 7, 1863, when J. S. Amoores was elected.

1863.—President, W. A. Stagg; Vice-President, C. W. Beebe, Secretary, C. Imbrie Smith; Treasurer, J. S. Hosford; Drill Captain, J. S. Amoores.

1864.—President, C. W. Beebe; Vice-President, B. B. Roundey; Secretary, P. H. Amoores; Treasurer, J. Hosford, resigned Feb. 3, 1865, when P. H. Amoores was elected; Drill Captain, W. V. Tupper.

1865.—President, W. A. Stagg; Vice-President, W. V. Tupper; Secretary, P. H. Amoores; Treasurer, P. H. Amoores; Drill Captain, P. H. Amoores.

1866.—President, W. A. Stagg; Vice-President, A. Amermans; Secretary, J. F. Simon, resigned June 21, when A. T. Duckwith was elected; Treasurer, J. R. Cannon; Drill Captain, Ira L. Beebe, resigned June 21, when W. H. H. Beebe was elected.

The boat-house is located at the foot of Court street, Brooklyn, adjacent to the Club-House of the Brooklyn Yacht Club. The

house is forty-eight feet long and twenty-five feet wide, painted brown, floated on logs, to which it is securely attached, and is fitted up with every convenience. The club barge is lowered into the water by means of proper tackle fastened to the cross-beams; and there being two slips running nearly the whole length of the house, it is an easy matter to launch the smaller boats inside the house, by the aid of "rollers" and iron "travellers" attached to the upper beams.

Each member is provided with a locker for the safe-keeping of his uniform; and the flags, signals, boat-hooks, oars, etc., have their appropriate receptacles, when not in actual use, so that the appearance of the house is always neat, and everything therein is kept in "ship-shape" order. Maps, charts, bulletin boards, and engravings, complete the adornment of the house.

Number of boats, four, viz. Alcyone, eight-oared lapstreak barge, forty feet long and four and a half feet wide; Kelpie, four-oared smooth-built barge, twenty-two and a half feet long; Little Darling, double-scutt working boat, seventeen feet long; Ripple, double-scutt lapstreak outrigger, twenty-two and a half feet long; all painted black, with gilt streak, and bright gunwales.

The club-barge Alcyone was built by Messrs. Newman & Randell, Harlem, and was launched May 3, 1856, under the name of Omacatl, being at that time the property of the Omacatl Club, from whom she was purchased by the original members of the Alcyone Boat in the Club beginning of 1859. Frank Leslie's Illustrated Newspaper gave two large engravings of the barge on the occasion of the launch, and accompanied the illustrations with the following remarks:

"She is forty feet long, eight-oared, and pronounced by good judges to be the most highly finished specimen of boat architecture ever seen in New York; in fact, so fine are the equipments that it looks rather like an ornament for some lady's boudoir than a craft designed to battle with the waves." After more than ten years' service, she is still in a good state of preservation, and can be seen once or twice a week during the rowing season, on the waters of Gowanus bay. The Kelpie and Little Darling

were built in the beginning of 1866, and are constructed and fitted out with skill and taste. The outrigger Ripple was presented to the Club on March 7, 1861, by Messrs. W. H. H. Beebe and Lake S. Fisk.

The four-oared lapstreak outrigger Brunette, now owned by the Passaic Club of Newark, was formerly the property of this club.

The Alcyone signal is a blue swallow-tail flag, with a white ball in the centre, on which the letter "A" is inscribed in red.

The uniform of the club consists of a white flannel shirt with blue cuffs and collar, navy cap, blue pants, and white belts edged with blue, and the name of the club neatly painted thereon. A blue shield, with white foul anchor in the centre, is also worn on the breast, being fastened to the shirt with white pearl buttons.

Number of active members, twenty-four; number of honorary members, five.

This club was organized more for social intercourse and healthful exercise of its members, than the heated excitement of regatta contests. It is composed of some of the first young men of Brooklyn, and is select and high-toned in its character. It has always been a prosperous association, and bids fair to exist a quarter of a century longer.

COLUMBIA BOAT CLUB.

The Columbia Boat Club, of New York, was organized in March, 1861, by the following young men, viz. Andrew Blythe, Henry R. Rough, John H. Hadden, and John Byers. The latter gentleman acted as presiding officer until May 16, 1863, when a formal election was held, and the following officers chosen: President, John Byers; Vice-President, Samuel Carson; Secretary, J. H. Glassford; Treasurer, H. R. Rough. The Club at this time numbered but seven active members. In January, 1864, the following officers were elected: President, John Byers; Vice-President, Peter McIndoe; Secretary, John

K. Simpson ; Treasurer, H. R. Rough. Number of members, seven active and two honorary. At the annual election, held January 10, 1865, the following officers were elected : President, G. T. Woglom ; Vice-President, John C. O'Neill ; Secretary, John K. Simpson ; Treasurer, James Rough. Eleven active and two honorary members. At the annual meeting held in January, 1866, the following officers were chosen : President, John F. Bolen ; Vice-President, resigned ; Secretary, J. K. Simpson ; Treasurer, George M. Young. Number of members for 1866, thirty active and four honorary.

The Columbia's house is a fine one, twenty feet front, by sixty feet deep. The Club own a number of excellent boats, as follows : Pleasure-barge Annie, six oars, thirty feet long ; Columbia, six-oared outrigger, forty-six feet long ; six-oared racing lap-streak, forty-five feet long ; six-oared shell, forty-five feet ; two single-scutt shells ; three single-scutt working boats, and five double-scutt working boats. The dress uniform of the Club consists of sennit hat and blue cloth cap, blue cloth jacket and blue pants, blue flannel shirt, black silk neckerchief, and patent-leather belt and buckle. Racing costume—blue silk handkerchief, white shirt, and white pants.

November 24, 1865, the members of the Club rowed a single-scutt regatta over the Hoboken course ; distance, two miles, one mile to a stake-boat and return. The entries were, H. R. Rough, J. C. Barry, W. Gross, and J. C. O'Neill. Prize : a handsome silver medal ; presented to the Club by their President, G. T. Woglom. A high north wind prevailed, rendering the water quite rough. At four P.M. they started from the judges' boat, anchored off the Club-House of the New York Yacht Club. Rough obtained the lead, which he maintained until near the upper stake-boat, when Barry passed him, coming in a winner of the medal. Time, twenty minutes. Rough's time was twenty-two minutes and thirty seconds. O'Neill and Gross did not complete the course. Previous to the above race, Hutchison, Rough, and Gross rowed a three-mile race, the former winning in twenty-six minutes and thirty seconds.

The first annual regatta of the Club was rowed on Thursday, December 5, 1865. Three members entered for the race, which was a two-mile one, on the usual course upon the Hudson river, starting from a stake-boat moored off the Elysian Fields. At about twelve o'clock three boats came into line, rowed by Messrs. Hutchison, F. Bolen, and Peter McIndoe. A good start was made, Hutchison obtaining the lead. The race was a close one for about half the distance to the upper stake-boat, after which Hutchison gradually evinced his superiority, and maintained a handsome lead on the entire course, coming home in seventeen minutes and fifty-five seconds. Bolen's time was eighteen minutes and twenty-five seconds. McIndoe's time, twenty minutes and five seconds.

The day's pleasure terminated very happily in the boat-house, where a dinner was duly attended to, and mirth and social enjoyment ruled the hour. An interesting episode of the dinner was the presentation of an elegant gold-lined silver cup to Mr. G. T. Woglom, the President of the Club, a gentleman who richly merited this token of the esteem of his associates.

On Saturday, August 19, 1865, the Columbia and Atalanta Clubs rowed a six-oared race, the challenge emanating from the Columbia Club. At fifteen minutes past five P.M. the boats pulled into line as follows:

Columbia—rowed by Henry R. Rough (stroke); John C. O'Neill, John F. Bolen, John C. Barry, James Rough, James Hutchison (bow); coxswain, Gilbert T. Woglom. The Columbia is a superior and fast-rowing outrigger, built by Ingersoll. She is forty-five feet long, thirty inches wide amidships, white, with gold stripe; dress—pink shirt, white handkerchiefs, and blue pants.

Atalanta—rowed by George Roahr (stroke); William H. Webster, John Lindsey, William C. Mainland, Albert Knapp, Alden S. Swan (bow); coxswain, J. Ogden. Lapstreak outrigger, built by George Roahr, forty-five feet long, three feet four inches wide amidships; cedar color, varnished sides; dress—white shirts, white pants, red handkerchiefs.

The course was from a stake-boat moored off the Elysian Fields, Hoboken, one and a half miles up the river and return. The Atalanta took the lead soon after the start, turned the upper stake first, and came home a winner of the race in 23.35. The Columbia's time was 24.05.

On Saturday, August 26, just one week from the above match, a second match was rowed between the Atalanta and Columbia Boat Clubs; the former challenged the Columbia to row them a three-mile race; the Atalantas to put a picked crew in their four-oared boat Volante, against the Columbia's six-oared outrigger—the latter to substitute three inferior rowers in the place of three of the crew who pulled in the six-oared race between these clubs on Saturday, August 19.

The course was from a sloop-yacht, which was moored off the Elysian Fields, up the river one and a half miles, to the stake-boat Owl, anchored off Day's Point, and return.

It was nearly six P.M. when the boats were in place ready for the start, the Volante taking the in-shore position in consequence of the strong ebb-tide.

Columbia—six-oared outrigger, entered by Columbia Boat Club. J. C. Barry (stroke); J. C. O'Neill, J. F. Bolen, Peter McIndoe, G. T. Woglom, Edgar J. Brown (bow); James H. Hutchison, coxswain. Color—red, with gilt stripe. Dress—blue pants, pink shirts, white handkerchiefs.

Volante—four-oared outrigger, entered by Atalanta Boat Club. George Roahr (stroke); John H. Lindsey, William H. Knapp, William H. Webster (bow); J. Ogden, coxswain. Color—red, with gilt stripe. Dress—blue pants, white shirts, red handkerchiefs.

At the word a fair start was made, the Columbia getting the start. The Volante's crew were, however, quickly at their work, and, after a dozen strokes or so, they were nearly level with the Columbia. The latter's crew gradually improved their speed, and pulled slowly but surely away from the Volante. It was a close and good race, both crews doing their best in a creditable manner. Off the oil dock, No. 2 of the Volante, John H. Lindsey,

had the misfortune to carry away his outrigger. Lindsey, in a commendable spirit, to ease the boat of his superfluous weight, immediately took an extempore bath in the Hudson and was taken on board a club-boat which was close astern. The *Volante* returned to the stake-boat. Previous to the mishap, the *Columbia* had the race well in hand, with a lead sufficient to insure success. They continued on, and came home, rowing finely and with great spirit, in 22.40, which surpassed the time made in the six-oared race between the clubs on the 19th August by fifty-five seconds.

Judge for *Columbia Club*—John K. Simpson; judge for *Atalanta Club*—Henry H. Dyer. Referee—Charles A. Pevely.

On Monday, October 22, 1866, the second annual regatta of the *Columbia Club* came off on the Hudson river course, off Hoboken. The first race was a two-mile one, for single-scutt boats. The entries and starters were the *Bella*, rowed by James Hutchison, colors black; the *Unknown*, rowed by John C. O'Neill, colors blue; and the *Emma*, rowed by Thomas Van Raden, colors white. At 4.24 P.M., the above contestants made an excellent start; but Van Raden, after rowing a short distance, broke his outrigger, and was obliged to withdraw from the course. O'Neill and Hutchison had a good race for the first portion of the race, the former slightly on the lead. Hutchison pulled up to and passed his competitor, winning the race handily in sixteen minutes. For the double-scutt race, same distance, four boats started at 5.06, viz. *Ida*, rowed by T. Van Raden and J. H. Kobbe, colors white; *Carrie*, by George M. Young and H. W. White, colors red and white; *Bella*, by James Hutchison and Peter McIndoe, colors black; and the *Unknown*, by J. C. O'Neill and J. H. Murfey, colors blue. The early part of this race was close and interesting; but the *Ida* soon obtained the lead, and kept it all over the course, with the *Bella* a fair second. The boats arrived at the home stake-boat as follows: Van Raden and Kobbe, 15.11; Hutchison and McIndoe, 15.29; O'Neill and Murfey, 16.00; Young and White, 16.31.

On Saturday, October 6, 1866, the Columbia entered in the six-oared amateur regatta at Yonkers, New York. The distance was five miles; the other entries were the Gulick and the Atalanta. The Gulick came in first, the Atalanta second, and the Lightfoot, rowed by a crew of the Columbia Club, was third.

On Thursday, November 8, 1866, the Columbia and Atlantic Clubs, of Hoboken, rowed a three-mile race, on the usual course on the Hudson river, off the Elysian Fields. The Columbia challenged the Atlantic Club for this race, which was for a distance of three miles. Shortly after four o'clock the boats formed in front of the flag boat:

Lightfoot, of the Atlantic Club, forty-five feet long. Rowed by Charles Rosevelt, H. S. Magrane, J. E. Russell, John Wood, W. T. Frink; Coxswain, S. T. Burnett; dress—white handkerchiefs and white pants.

Columbia, of the Columbia Club, forty-three feet long. Rowed by Henry Rough, Peter McIndoe, John Rough, J. H. Kobbe, J. A. Meredith, and Charles Tate; coxswain, James P. Burrell. Dress—blue handkerchiefs, white pants.

The Columbia drew the choice of position, and took the shore side. At the word the Columbia went off rapidly; but the Atlantic made a poor start, and when she did get off, the boat was unsteady and rocking for some time. The Columbia took a commanding lead early in the race and was never headed. She turned the upper stake several lengths ahead, and came past home-stake an easy winner in twenty-two minutes. The Atlantic's time was twenty-two minutes and thirty-five seconds. At the conclusion of the race both crews cheered and saluted each other, and the contest passed off in a manner becoming the friendly trials of skill between amateur oars-men. Judge for Columbia Boat Club, George Roahr; Judge for Atlantic Boat Club, Hamilton Wallis; Referee, Charles A. Peverelly. In this race, the Columbias rowed in the lapstreak outrigger Atalanta, loaned them by the Atalanta Club.

Although this club is among the latest in its organization, they have material, spirit, and *vim*, to win for themselves at no

distant day a first-class position among Gotham's amateur oarsmen. If the limits of this volume permitted, we would gladly give a short history of the early struggles of the Columbia boys to win a place among the rowing clubs of Manhattan's waters; how a mere handful of young men, some half-dozen all told, for two long years fought the good fight with a perseverance and determination worthy of the highest eulogy; and how at last, their efforts crowned with glorious success, the Columbia's colors are waving proudly mast-head high.

BERGEN POINT BOAT CLUB.

The Bergen Point Club, of Bergen Point, N. J., was organized April 25, 1863. The formal opening of the Club was celebrated by a sociable at the house of the President, at Bergen Point, Friday evening, June 5, 1863. The members made quite a nautical appearance in their neat uniforms—blue pants, white shirt with blue collar, red morocco belts with initials B. P. B. C., and sennit hat with the name of their boat on the front. Just previous to the supper, D. W. C. Morris, Esq., on behalf of the young ladies of Bergen Point, presented to the Club two beautiful silk flags. The President responded in a neat address. The festivities were continued with great spirit and enjoyment for several hours. In September, 1863, the Club received another testimonial from their lady friends—a set of silk colors for the gig Bayonne.

September 10, 1864, the Club rowed a race with Neptune Boat Club of Port Richmond, Staten Island—gig Pequot against Bergen Point gig Bayonne; distance, three miles, from abreast of La Tourette Hotel, Bergen Point, around buoy boat, stationed opposite Sailors' Snug Harbor dock, S. I., and return. Result in favor of Pequot, by three-quarters of a length.

Crew of Bayonne: George W. Jones (stroke); B. D. W. Bleecker, A. R. Warner, J. B. Mellick, Henry Bird (coxswain).

The following is a list of officers of the Bergen Point Boat Club since its formation:

1863.—President, J. B. Herrick; Vice-President, T. Y. Brown; Secretary, A. D. Mellick, Jr.; Treasurer, J. C. Cruikshank; Coxswain, T. B. Bleecker.

Number of members 1863, seventeen.

1864.—President, George W. Jones, for short term; T. B. Bleecker, for full term; Vice-President, George H. Kennedy; Secretary, A. D. Mellick, Jr.; Treasurer, A. R. Warner; Coxswain, George W. Jones.

Number of active members, eleven.

1865 and 1866 inclusive.—President, George W. Jones; Vice-President, A. R. Warner; Secretary, T. B. Bleecker; Treasurer, B. D. W. Bleecker; Coxswain, G. H. Kennedy.

Number of active members, twelve.

Boats—gig Bayonne, thirty-five feet long, lapstreak, four oars; dark-blue, with gold stripe; barge Evangeline, six oars, twenty-four feet long, four feet wide; white, with blue stripe. Builder, Ingersoll.

Uniform—white shirt, blue collar, straw hat and blue cloth cap, blue pants, and red belts.

Boat House—situated on landing opposite La Tourette Hotel, Bergen Point, N. J.

NEPTUNE BOAT CLUB.

The Neptune Boat Club of Port Richmond, Staten Island, was organized in the month of October, 1863. The officers for the year 1864 were then elected as follows:

President, William R. Wemple; Vice-President, Thomas R. Duncan; Secretary, Henry Y. Wemple; Treasurer, William Coles, Jr.

1865.—President, William R. Wemple; Vice-President, Wm. Coles, Jr.; Secretary, Charles Messick; Treasurer, Edward M. Ford.

1866.—President, William R. Wemple; Vice-President, A. J. White; Secretary, Charles Messick; Treasurer, Abram La Forge.

Boat-house situated on the north shore of Staten Island, about five minutes' walk from the steamboat dock at Port Richmond. The house, built of wood, is fifty-five feet long and thirteen feet wide. The Neptune Club owns two six-oared boats of forty and forty-five feet in length; the smaller one was built at New London, Conn., the other formerly belonged to the Atalanta Club of New York. Uniform: white flannel shirts with blue trimmings, blue navy pants, and sennit hat. Number of members, fifteen.

This Club never entered but one race, which was a friendly trial of speed with the Bergen Point Boat Club, and for no prize but the honor of victory. The race was a three-mile one through the Kills and back, made by the Neptune in twenty-five minutes and twenty-three seconds, who came in ahead about three-quarters of a boat's length. The Neptunes rowed in their six-oared boat Pequot, with four men, against the four-oared boat Bayonne. The crew of the Pequot consisted of William Coles, Jr. (bow); A. M. La Forge, H. Y. Wemple, William R. Wemple (stroke); Thomas R. Duncan (coxswain).

HUDSON BOAT CLUB.

The Hudson Boat Club of Jersey City was organized January, 1865; number of members, twenty active and two honorary.

The officers for year ending April, 1866, are Captain, H. Wallis; Lieutenant, W. E. Pearson; Secretary and Treasurer, G. W. Wallis, resigned Feb. 6, 1866; M. Gilbert elected for unexpired term.

Officers for year ending April, 1867.—Captain, H. Wallis; Lieutenant, W. E. Pearson; Secretary, M. Gilbert; Treasurer, G. W. Wallis.

Standing Committee.—J. McCoy, W. P. Douglass, R. K. Buckman.

Boat-house—frame building, eighteen by twenty feet, situated at foot of Van Vorst street, Jersey City. Their boat, the Hudson, is a lapstreak club boat. Maker unknown; formerly the property of the Varuna Club of Yale College; length, forty-six feet;

width, three and a half feet; color black, with yellow stripe; pulls six oars, and carries coxswain.

Uniform: blue flannel shirt and pants, white trimmings and U. S. Navy hat, with Hudson in front in gilt letters.

ALCYON BOAT CLUB.

The Alcyon Boat Club, of New York, was organized in the month of August, 1865, by Mr. J. W. Arkenburg and several friends, who had previously formed themselves into a rowing club, all of whom were passionately fond of the exercise as a pastime and recreation during their leisure hours. For the first few months they did not own any boat, but hired one at frequent intervals. The great pleasure experienced, and good-fellowship cultivated by this mode of enjoyment, was so gratifying, that it was resolved, with one accord, to organize a regular boat club. Accordingly Mr. Ingersoll was applied to, and the result was, that he built for them the beautiful six-oared barge Alcyon.

The following gentlemen were the immediate founders of the club: Messrs. J. W. Arkenburg, O. N. Arkenburg, Thomas Markillie, C. E. Pell, and F. W. Conklin, and to them must certainly be awarded the credit of originating an association which is sure to win for itself at no distant period a standard position in the aquatic arena of the city of New York.

On Saturday, May 5, 1866, the Alcyon was launched from the boat-house of the club, foot of Seventy-sixth street, Hudson river. Her crew made a short excursion for an hour or two; and upon their return to their head-quarters participated, in company with numerous invited guests, in a collation. A large assemblage of the friends of the club, including many ladies, honored the barge's first launch with their presence, and the occasion was truly a festive one, and right worthy of the Alcyon's natal day. Just previous to her introduction to old father Neptune's domain, the club were complimented by an elegant set of silk colors donated by their fair friends. The appropriate gift

was received with a sincere response, and the assurance that they would always wave unsullied and in honor as the cherished insignia of the Alcyon Boat Club.

The elections of the Club are held semi-annually. The officers for the first term in 1865 were: President, James Arkenburg; Secretary and Treasurer, C. E. Pell. For the second term, terminating July 31, 1866: President, Thomas Markillie; Secretary and Treasurer, C. E. Pell. August 1, 1866: President, Thomas Markillie; Vice-President, John McNulty; Secretary, F. W. Conklin; Treasurer, Charles E. Pell.

The Alcyon rows six oars, and is thirty feet long, four feet two inches wide amidships. She is an excellent sea-boat, rows easily, and is in every respect well calculated for pleasure-rowing. Their present head-quarters are at the foot of Seventy-fourth street, Hudson river; but it is the intention of the Alcyons to erect a new and spacious boat-house during the winter of 1866 and 1867. They will also build a new boat. The prospects of the club are extremely flattering, and their roll is increasing in a ratio seldom experienced by so new an organization. Having the right kind of young men at the helm, the Alcyons cannot help making a successful and prosperous voyage.

PASSAIC BOAT CLUB.

The Passaic Boat Club of Newark, New Jersey, was organized July 5, 1865, and now own one four-oared outrigger lapstreak boat, thirty-six feet long, two feet eight inches beam; builder unknown; name of boat, Brunette. Ten active and two honorary members.

Officers for 1865.—Coxswain, W. H. H. Beebe; Treasurer, E. B. Vanderveer; Secretary, E. C. Dillingham.

1866.—Coxswain, E. C. Dillingham; Secretary and Treasurer, E. N. Crane. Boat-house on Passaic river, at Newark; furnished with closets, lockers, oar-racks, etc.

On Monday, September 3, 1866, a rowing match came off at Newark, N. J., on the Passaic river, between the members of the

Nereid and Passaic Boat Clubs, for the amateur rowing championship of that city. The race originated by the former Club's challenging the latter to row them a two-mile race, the Nereid to pull six oars against the Passaic's four oars, with an allowance of sixteen seconds for the four-oared boat.

The sloop-yacht Antelope was used as the judges' boat. She was anchored in the river, about three hundred feet above the Morris and Essex Railroad bridge. The course was from the Antelope one mile up the Passaic to a stake-boat moored off Mount Pleasant Cemetery, and return. At about half-past five o'clock P.M. the contestants rowed into line.

The Passaic Boat Club entered Brunette, four-oared lapstreak outrigger; built by Ingersoll. Rowed by E. N. Crane (stroke); H. W. Nason, E. B. Vanderveer, and D. M. Crowell (bow); E. C. Dillingham, coxswain. Thirty-six feet long; red, with gold stripe. Dress: blue shirt and pants.

The Nereid Boat Club entered Nereid, six-oared lapstreak; built by James. Rowed by F. J. Stevens (stroke); W. B. Stevens, G. C. Wilde, S. Carter, Monroe Harring, and J. Osborn (bow); C. H. Pollard, coxswain. Forty-five feet long; green, with gold stripe. Dress: white shirts, with blue collar and black pants.

The referee gave them a good start, the Nereids getting the first stroke. The latter pulled a short stroke. The Brunette's crew pulled very handsomely and effectively, with an easy swing and quick recovery—about forty-two to the minute—and it was easy to see that they could start and come home with it. As soon as they got fairly off they rapidly overhauled the Nereid, and at the upper stake were four or five lengths ahead. They maintained and increased their lead, rowing past the judges' yacht in seventeen minutes and fifty seconds, the Nereid coming in several lengths astern in eighteen minutes and twenty seconds; thus losing the race, including the time allowance, by forty-six seconds.

Judge for Nereid, William C. Mainland; for Passaic, Thomas Shaw. Referee, Mr. Vanderpool.

NEREID BOAT CLUB.

The Nereid Boat Club of Newark, N. J., was organized May 15, 1866, with the following list of officers: President, F. G. Stevens; Vice-President, C. H. Pollard; Secretary, G. C. Wilde; Treasurer, W. B. Stevens. Their boat-house is located at the foot of Bridge street, Newark. Uniform: blue flannel shirt, blue cloth navy cap, pants and jacket. The Club own one boat, the Nereid, lapstreak outrigger; forty-five feet six inches long; built by James. Number of members, twelve active and two honorary.

The Nereid Club has engaged but in one race, which was rowed on Monday, September 3, 1866, with the Passaic Boat Club, also of Newark. The distance rowed was two miles, one mile to a stake-boat and return, on the Passaic river. The Nereid's crew consisted of F. J. Stevens (stroke); W. B. Stevens, G. C. Wilde, S. Carter, Monroe Haring, J. Osborn (bow); coxswain, C. H. Pollard. The race was won by the Brunette—the boat entered by the Passaic Club—in seventeen minutes and fifty seconds. The Nereid was eighteen minutes and twenty seconds. Although the Nereids met with poor encouragement in the first race, they are far from being discouraged; and they intend, early in another season, to make an earnest effort to regain their laurels. "Try, try again," is the motto of the Nereid Boat Club.

REGATTA OF THE HUDSON NAVY.

In 1860 the associated boat clubs of New York, consisting of the Atalanta, Atlantic, Waverley, Aurora, Niantic, and Neptune, formed themselves into an association called the Hudson Navy. The association was disbanded in the following year. Annexed is the record of their first and only regatta, which was held on Saturday, September 29, 1860.

The course was from a stake-boat anchored off the Elysian Fields, Hoboken, up the river one mile and a half, and return.

The boats belonging to the Navy were classed as follows: first class—skeleton lapstreaks and shells; second class—outrigger barges; third class—barges.

Boats of the first class allowed eighteen seconds per mile to boats of the second class, pulling the same number of oars. Boats of the second class allowed ten seconds per mile to boats of the third class, pulling the same number of oars. An allowance of five seconds per mile per oar was given in favor of boats pulling a lesser number of oars.

A barge, with a fine band of music, was provided by the clubs for the accommodation of their lady and gentlemen friends. This barge left the foot of Christopher street at about three o'clock in the afternoon, and was towed over the river to the vicinity of the starting-point. A short time after this the judges called the boats for the first race, which was a "handicap" for the champion flag, open to all boats of the Navy; the prize for the six-oared boats also went with the result of this race. The following were entered and started: What Is It, second class, length forty-five feet, six oars, James builder, Neptune Club; Waverley, third class, length thirty-eight feet, six oars, Crolins builder, Waverley Club; Excelsior, first class, length forty feet, four oars, Elliott builder, Atalanta Club; Lightfoot, second class, length forty-three feet, six oars, Thoms builder, Atlantic Club; Aurora, second class, length forty-five feet, six oars, Ingersoll builder, Aurora Club; Niantic, second class, length forty feet, six oars, Cooper builder, Niantic Club.

After a spirited contest this race was decided a "draw" between the Excelsior and the Lightfoot; the former came in twenty-four seconds ahead of the Lightfoot; but as the Excelsior is shell-built she had to allow the Lightfoot twenty-four seconds, which made it a tie. The Excelsior was 21 minutes, the Lightfoot was 21.24, and won the six-oared prize; the Niantic was third in 21.45; the Aurora fourth in 22.05; the What Is It? fifth, and the Waverley last.

The second race came off immediately after, with the three following entries: What Is It, second class, length forty-five

feet, James builder, Neptune Club ; Ivanhoe, second class, length thirty six and a half feet, Thoms builder, Waverley Club ; Volante, second class, length thirty-five and a half feet, Thoms builder, Atalanta Club.

This race was won by the Volante, which, after the first half mile, took the lead and kept it all through the course, coming home in the good time of 28.03 ; the What Is It was second in 28.58, and the Ivanhoe was third.

The third and last race was for barge-built boats, and but two boats came into line at the signal ; these were the Atalanta, eight-oars, forty-two feet long, belonging to the Atalanta Club ; and Our Jessie, six oars, twenty-eight feet long, belonging to the Atlantic Club of Hoboken. The Atalanta won this race, coming in a long distance ahead in 22.33. Our Jessie was 23.58. Referee, William Wood.

EAGLE AQUATIC ASSOCIATION.

The Eagle Aquatic Association, of Poughkeepsie, was organized September 1, 1866, with the following board of officers : President, Samuel C. Chase ; Vice-President, John T. Platt ; Treasurer, James B. Platt ; Secretary, Augustus Gidley. The members of this association rowed two races in the month of September. The first was between Augustus Gidley and William W. Brink, in single-scutt working boats. The course was from the judges' boat, off the dock of Lewisburgh, opposite Poughkeepsie, one mile up the Hudson river to a stake-boat off New Paltz dock, and return. Both started finely, Gidley taking the lead. Brink kept to his work manfully, but somehow or other the more he pulled the more apparent it was that a "stern chase" was a long one. When they arrived at the upper stake-boat, Gidley was about five lengths ahead, both making poor turns. Once more headed down the river ; each made herculean efforts to reach the home goal ahead, Gidley, however, keeping the lead, and arriving at the starting-point in eighteen

minutes; Brink coming in about eighty yards behind, apparently much fatigued. Gidley was received with loud and prolonged applause. Judges, Messrs. John Merritt and John Mahar. Referee, Ex-City Marshal Shields.

The second race of the Association was a single-scutt sweepstakes, and was rowed over the same course, the contestants, five in number, all being attachés of the *Poughkeepsie Daily Eagle*, as follows: William Brink, compositor; George Graham, compositor; Augustus Gidley, book-keeper; George W. Davids, local editor; and John L. Platt, junior editor. At the signal a good start was made, Brink taking the lead, followed closely by Graham and Platt; while Gidley and Davids, being on the outside, were affected by the tide, and consequently did not make that progress shown by the others. A short distance down the river Platt pulled out of the race. Brink turned the stake-boat two lengths ahead of Graham, while the latter was followed closely by Davids, Gidley coming last. These positions were not changed, the boats coming home in the following order and time: Brink, eleven minutes twenty-eight seconds; Graham, eleven minutes thirty-five seconds; Davids, eleven minutes forty seconds; Gidley, twelve minutes.

Referee, Mr. Oliver H. Booth.

PIONEER BOAT CLUB.

The Pioneer Boat Club of Albany was organized in March, 1857. For the first year the Club did not own any club-boats. Its first officers were W. Headlam, Jr., coxswain; John E. McElroy, Purser.

For 1858.—President, J. E. McElroy; Secretary, C. Hyatt; Purser, R. L. Annesley; Coxswain, W. Headlam, Jr.; Logman, Richard V. De Witt, Jr.

For 1859.—Robert Strain, President; Charles E. Pruyn, Secretary; John L. Newman, Purser; Frank A. Gregory, Coxswain; Richd. L. Annesley, Assistant-Coxswain; Chester Hyatt, Logman.

For 1860.—Chester Hyatt, President; Daniel G. Curtiss, Secretary; Charles L. Young, Purser; Richard V. De Witt, Jr., Coxswain; Charles E. Viele, Assistant-Coxswain; George N. Collier, Logman.

For 1861.—R. L. Annesley, President; Ste. Bronk, Secretary; C. L. Young, Purser; R. V. De Witt, Jr., Coxswain; H. W. Scovell, Assistant-Coxswain; D. G. Curtiss, Logman.

For 1862.—D. G. Curtiss, President; W. H. Ten Eyck, Secretary; T. McCann, Purser; R. V. De Witt, Jr., Coxswain; H. W. Scovell, Assistant-Coxswain; G. N. Collier, Logman.

For 1863.—D. G. Curtiss,* President; R. V. De Witt, Jr.,* Coxswain. For 1864.—Coxswain, R. V. De Witt, Jr.* For 1865.—Coxswain, R. V. De Witt, Jr.* For 1866.—S. W. Rosendale, President; C. W. Lord, Secretary; R. H. King, Jr., Purser; G. N. Collier, Coxswain; C. W. Lord, Assistant-Coxswain (acting); P. W. Parke, Logman.

Boats: Phantom, forty feet one inch long, outrigger, six-oar barge; color, red. Was champion of Albany in 1858 and 1859. Banshee, thirty-six feet long, outrigger, four-oar barge; color, red. Uniform: full dress, red cap, white trousers, blue shirt. Working dress: Scotch cap, black trousers, blue shirt. Number of members, thirty-three active; honorary, six.

Races Rowed.—In July, 1858, the Phantom beat the Knickerbocker's Minnehaha, for the championship, a three-mile race, in twenty-three minutes and twenty-five seconds. Crew: Gregory (coxswain); Headlam (stroke); De Witt, Strain, McKnight, Young, Annesley. In October, 1858, the Phantom beat same boat in twenty-two minutes and twenty seconds. Crew same as before, with substitution of Scovel and Collier for Young and Annesley. In July, 1859, the Phantom, in a race for the championship, broke an oar at the upper stake-boat and gave up. Crew: Gregory (coxswain); De Witt (stroke); Scovel, McKnight, Strain, Headlam, Collier. In 1864 four members won the four-

* During 1863-64-65 so many of the Club were absent, that the regular elections were suspended till their return. In 1863 the officers were a President and Coxswain; in 1864-65 a Coxswain only.

oared championship of Albany in a three-mile race in the Stranger, of Poughkeepsie. Time, nineteen minutes and two seconds. Crew: Collier (stroke); De Witt, Adams, Hills (bow).

MUTUAL BOAT CLUB.

The Mutual Boat Club, of Albany, was organized August 15, 1865, with J. R. Lindsley as President. Had at that time six members. At the period of the Mutual's formation the boating spirit of Albany was in a state of great depression; in fact, nearly all of the other clubs were disbanded, with the exception of the Pioneer Club. The old Victoria, Knickerbocker, Hiawatha, Mystic, Excelsior, and others we cannot recall, were *non est*.

The Mutual Club, from its outset—probably in consequence of its numbering many excellent amateur oarsmen upon its roll—exerted a powerful reviving influence upon the boating spirit of Albany, the practical effect of which is now seen and experienced by the reorganizing of many of its “old-time” rowing clubs. Early in the season of 1866, the Mutual Club, feeling anxious to inaugurate a little rowing excitement among the boat-clubs of the State, addressed a communication to the Atalanta Boat Club, of the city of New York, inviting them to row a home-and-home three-mile race. This was accepted; and, although the Mutuals came in second in each race, they offered so good an exhibition of their oarsmanship and endurance, both in the trials at New York and Albany, as to win for themselves a standard good name for these essential elements of a crack boat-club. The first race was rowed in New York on Saturday, June 30th, over the course off the Elysian Fields, and the return-race was rowed in Albany, on Wednesday, July 11th. On both occasions the Mutuals rowed their old-fashioned and heavy lapstreak Ivanhoe, with the following crew: Holley Gardner, stroke; No. 2, Henry T. Truax; No. 3, Herman Bower; No. 4, Charles Treoster; No. 5, Anthony G. Graves,

Jr.; Charles Piepenbrink, bow; Coxswain, John H. Featherly. Dress, white handkerchiefs, white shirts, and white pants. In the Albany race Charles G. Cook was substituted for A. G. Graves, Jr. As we have given a detailed record of these races in the history of the Atalanta Boat Club, of New York, it is not necessary to more than refer to them here. But the dinner which the Mutual Club arranged, in compliment to the Atalanta, at Stanwix Hall, on the evening of the race, was not only an honor to their guests and themselves, but it proved conclusively that although they might be second in a boat-race, in hospitality and at the festive board the Mutuals' place was clearly in the van—beyond even rivalry.

With the exception of their autumn single-scutt regatta, which was carried through in excellent style, and which proved again that the Mutual members are not easily surpassed in good oarsmanship, there was not much done by them for the remainder of the season. The Club's boats are: One four-oared shell, called the J. R. Lindsley; the six-oared lapstreak Ivanhoe; double-scutt boat Ward; and four single-scutt shells. A new six-oared lapstreak outrigger will grace their boat-house for the season of 1867; "about which time," as the almanacs say, it will not answer for every boat-club to imagine that they can pick a six to outrow them.

THE SCHUYLKILL NAVY.

The Schuylkill Navy, of Philadelphia, was organized in October, 1858, by the various boat clubs of that city, and is one of the finest associations devoted to the promotion of rowing in the United States. Their annual regattas are always attended by immense assemblages of the first residents of Philadelphia, and their yearly recurrence is quite a gala-day. We are pleased to place the following brief record of them before the readers of this volume.

The boats belonging to the clubs forming the Schuylkill Navy

are classified as follows: first class, skeleton outriggers; second class, outrigger barges; third class, barges. The time allowance is governed by the following rule: the first class boats, or skeleton outriggers, must allow four seconds per mile to the second class, or outrigger barges, and eight seconds per mile to the third class, or barges, for difference in the build of boats; the second class boats, or outrigger barges, must allow the third class, or barges, four seconds per mile, for difference in the build of boats; five seconds per mile per oar must be allowed by boats pulling the greater number of oars; boats pulling sweeps must allow two seconds per mile per man, when racing with boats pulled by sculls.

The first regatta took place in June, 1859, with the following entries:

First race, six-oared outriggers: Keystone Club entered the *Atalanta*; Excelsior Club entered the *Intrepid*; University Club entered the *Lucifer*. They came in as follows: the *Atalanta* in 19 minutes 30 seconds; the *Lucifer* in 19 minutes 45 seconds; the *Intrepid* in 20 minutes 5 seconds; thus giving the second class flag to the *Atalanta*.

Second race, smooth gunwale barges: Quaker City entered the *Cygnets*, six-oared; Bachelors entered the *Iris*, six-oared; Independent entered the *Whisper*, four-oared, with thirty seconds allowance. They came in as follows: *Iris* in 22 minutes; *Cygnets* in 22 minutes 45 seconds; *Whisper* in 24 minutes; giving the *Iris* the third class champion flag. The first class being for skeleton boats, was held by the Navy, as there were none of that class to receive it.

The second regatta of the Navy took place on June 26, 1860.

First race, six-oared outriggers: Excelsior entered the *Intrepid*; University entered the *Lucifer*. The boats came in—the *Lucifer* in 19 minutes 10 seconds; the *Intrepid* in 19 minutes 40 seconds; thus giving the second class flag to the *Lucifer*.

Second race, six-oared smooth gunwale: Quaker City entered the *Cygnets*; Excelsior entered the *Falcon*; Neptune entered the *Irene*. Coming in as follows: *Falcon* in 22 minutes; *Cygnets* in

22 minutes 10 seconds; Irene in 23 minutes; giving the third class champion flag to the Falcon.

The course in all the above races was from Turtle Rock to a stake-boat moored above Columbia Bridge, a distance of one and a half miles, and return. There have been a number of races between single clubs at various times. The war breaking out in 1861, very little boating was done until the summer of 1865.

The annual regatta of the Schuylkill Navy for 1865 came off on Saturday, October 21st, with two races. The following entries were made for the six-oared, second class race: Faugh-a-Ballagh, of the Philadelphia Club; Atalanta, of the Undine Club; and the Intrepid, of the Malta Club. At half-past four o'clock the six-oared boats started on the course, three miles in length. They returned as follows: Faugh-a-Ballagh, 20 minutes 40 seconds; Atalanta, 21 minutes; Intrepid, 23 minutes. The next race for four-oared, second class, had two competitors: the Echo, of the Bachelors' Club, and Cygnet, of the Quaker City Club. They returned as follows: Echo, 24 minutes; Cygnet, 24 minutes 35 seconds. The water was very rough, and a high wind prevailed during the entire afternoon. In consequence of no competition, the first class four-oared boat Wink, of the Undine Club, was awarded the first class champion flag; and the six-oared third class boat, Thistle, of the Quaker City Club, the third class champion flag.

On Saturday, June 9, 1866, the annual rowing regatta of the boat clubs of Philadelphia came off upon the Schuylkill river, over the usual three-mile course. The following is a list of the boats entered for the three races. First class: Wink; second class: Faugh-a-Ballagh, Atalanta, Hiawatha; third class: Vesper, Falcon, Minnehaha, Thistle. For the first class race the Wink rowed over the course without a competitor. At half-past five o'clock the starters for the six-oared race came into line. The latter boat got the start, but could not hold it, and as they came past Girard avenue bridge the Atalanta was number one, the Faugh-a-Ballagh second, and the Hiawatha third. The Atalanta maintained and improved upon her lead,

and came in a winner in 20.50; the Faugh-a-Ballagh followed, about half a boat's length ahead of the Hiawatha, 21.10; making this the most closely contested race that has ever taken place on the Schuylkill. The third race was for gunwale barges, six oars. the Thistle, of the Quaker City Barge Club, took the lead early in the race, and kept it in handsome style throughout the trial; the Thistle came home in the good time of 21.26; the Falcon was second, the Vesper third, and the Minnehaha fourth.

The officers of the Schuylkill Navy are: Commodore, S. W. Groome, of the University Barge Club; Vice-Commodore, Charles Vezin, of the Undine Barge Club; Secretary and Treasurer, Frank Mitchell, of the Quaker City Barge Club. The following clubs compose the Navy: Bachelors', University, Undine, Quaker City, Pennsylvania, Malta, Philadelphia, and Washington. There are also at present two independent rowing clubs in Philadelphia—the Pacific and the Pickwick.

BACHELORS' BARGE CLUB.

The Bachelors' Barge Club, of Philadelphia, was organized on the Fourth of July, 1853, and is probably the first association of the kind in influence and popular favor in the city of Philadelphia.

Whether the important day on which it sprang into existence was a more favorable omen of its success than the zeal and enterprise of its founders, we know not; but the spirit which has ever manifested itself among its members has so established it that it has acquired strength during every successive year of its existence; and now to be ranked among the Bachelors has become a signal honor among the boatmen of the Schuylkill.

Its house, which occupies a conspicuous place on the banks of Fairmount Park, is a neat brown-stone edifice, which has recently been built at a cost of about \$2,500. It is two stories in height, built in the Gothic style of architecture, and handsomely ornamented by substantial balconies. The dimensions of the house are about twenty-five by fifty-five feet—the

lower floor being occupied by the boats, and the upper devoted to dressing and reception rooms. It is in every sense a beautiful structure, and is justly considered one of the ornaments of Fairmount Park.

The roll of the Club consists of thirty members, mostly active—the honorary being reserved for members of long service and those who shall have married while upon the active roll. Thus, while rejoicing in their characteristic, the Bachelors, with corresponding magnanimity, make provision for weak brethren.

During the season the boats are in service—say from the first of May to the first of October—the Club is drilled weekly by a coxswain, who is the principal officer. The drill, while being simple, is thorough and complete, and is sometimes practised with much proficiency. On all other days of the week, the boats are open to the use of the members.

At the commencement of 1866, the Bachelors had in their house the barges Linda, Echo, Gazelle, the six-oared shell-boat Bachelor, and the skeleton Spinster. The prize for four-oared outrigger barges, in the regatta of October, 1865, was won by the Echo. This Club has been remarkably free from accidents during its long career; the wreck of the Echo, on the evening of April 28th, 1866, by which a life was lost, being the only one of any moment, and this was caused by no incompetency or carelessness on the part of either coxswain or crew. The Linda is the oldest barge now on the Schuylkill, and will be remembered as the boat in which a crew of the Bachelors made their famous trip to New York.

On Monday, May 16, 1859, the Bachelors, in their barge Linda, six oars, left Philadelphia on a visit to New York. She was manned as follows: J. M. Collingwood, Arthur Wells, William Brown, J. M. Longacre, J. D. McKee, John A. McAllister, and James W. Alger. On the first day they rowed to Trenton, forty-eight miles; on Tuesday, they made the distance of fifty-seven miles, to Perth Amboy; and on Wednesday, from Perth Amboy to New York at twelve o'clock—thirty miles. They performed the distance, one hundred and forty miles, in twenty-

eight hours' rowing time, including detention at canal locks, which amounted to some three or four hours.

The *Linda* was received in the Bay by the Atlantic Club, and escorted to their club-house at Hoboken, where she was moored; then the Philadelphians were escorted to the Metropolitan Hotel. At seven o'clock in the evening, they were entertained at the club-house of the Atlantics; and upon landing from the ferry-boat, were received with cheering and an artillery salute.

After some hours of great social enjoyment, the Bachelors, escorted by the Atlantic and *Atalanta*, rowed to the foot of Christopher street, North river, where the *Linda* was safely housed in the *Atalanta's* boat-house. The Bachelors left New York for Philadelphia on Friday, May 20th, in the steamer *Delaware*, Captain Cope. The *Linda* was rowed from the *Atalanta's* house by a New York crew, as the Bachelors had had plenty of rowing during their trip. A large delegation of the various rowing clubs of New York were present to witness their departure and cheer them off. Upon their arrival in Philadelphia, the Bachelors were met by the entire fleet of the Schuylkill Navy and escorted home with becoming honors.

The Bachelors' commenced its existence when the spirit of boating had, from a variety of causes, become almost extinct. Few in numbers, the founders were glad to find a shelter for their barge *Linda* in a portion of a small brick house, half of which was owned and occupied by the Philadelphia Club. The numbers increasing, in 1856 the barge *Iris* was built. Soon after the establishment of the Schuylkill Navy, a regatta took place, the champion flag being carried off by the *Iris*. This was highly satisfactory to the Bachelors, chiefly because in a former race with another club the *Linda* had been badly beaten. A feature of this Club is the long pulls taken every season, always in the *Linda*. Principal of these was the row to New York, which we have sketched above, and trips to Fort Delaware, Chester, Burlington, and other places.

The following gentlemen have officiated as Presidents and Vice-Presidents since the Bachelors' organization: Presidents—Wil-

liam F. Griffiths, Jr., June 27, 1856, resigned; Arthur Wells, January 6, 1860; Oliver Landreth, January 4, 1861; Joseph M. Collingwood, February 6, 1863. Vice-Presidents—Arthur Wells, January 7, 1859; David C. Denison, January 6, 1860; T. Ellwood Zell, January 4, 1861; Arthur Wells, February 6, 1863.

The officers for 1866 are: President, J. M. Collingwood; Secretary, John Huggard; Treasurer, E. Prosser; Coxswain, H. P. Atkinson; Assistant-Coxswain, E. C. Prosser. There are now on the roll twenty-one active, eighteen honorary, three retired, and five non-resident members.

UNIVERSITY BARGE CLUB.

The University Barge Club, of Philadelphia, was founded in May, 1854, by the Freshmen class of that year, in the University of Pennsylvania. Their first boat was the *Hesperus*, four oars. The following year they had built the eight-oared barge *Ariel*. The want of accommodation for boats at that time, when a common frame shed was considered a luxury, and was deemed suitable to meet all the requirements of a boat-house, seemed only to give an additional zest to the boating-spirit, and the University's roll was speedily filled. The *Hesperus* was lost in an effort to rescue the crew of a sail-boat, driven on the dam by high-water, and her place was filled by the *Lucifer*, a six-oared outrigger barge. The *Lucifer* was entered the day after her arrival in Philadelphia, in the first regatta of the Schuylkill Navy, and her crew brought her in, without any training, only thirty seconds behind the winning boat. From that time the *Lucifer* has had the reputation of being the fastest boat of her class on the river, and now holds the champion flag, presented by the Navy to the crew of that day. She was again entered in the regatta of the following year, and won easily in nineteen minutes and forty-five seconds. She is, at present, known as the Commodore's boat, and is occupied by him in all regattas. Of the University six, who pulled in the early history of the Club,

three lost their lives in the army. The list of members is increased each year by undergraduates of the University.

Their boat-house is situated on the Schuylkill in Fairmount Park, in the eastern portion of the building known as the Philadelphia Skating Club-House. It has large and convenient dressing-rooms on the first floor, and a reception-room and balcony, with three windows, fronting the Schuylkill. Their boats are the Lucifer, six-oared outrigger barge, and a four-oared shell. The uniform for summer consists of a red shirt, narrow black trimming, white pants, and sennit hat. Number of members: twenty active, eleven honorary. The board of officers of the Club consists of a President, Vice-President, Secretary, Treasurer, and yearly and monthly Coxswain. The following are the officers for 1866: President, H. B. Coxe; Vice-President, John T. Lewis; Secretary, H. Markoe; Treasurer, John B. Thayer; Yearly Coxswain, S. W. Groome; Monthly Coxswain, H. Pepper.

UNDINE BARGE CLUB.

The Undine Barge Club, of Philadelphia, was organized May 9, 1856, at a meeting held at No. 37 South Third street, whose object, as expressed in the minutes of this date, "should be healthful exercise, relaxation from business, healthy intercourse and pleasure," which objects have been faithfully adhered to. At this meeting, George Heberton was elected President; F. A. Vandyke, Treasurer; John Steinmetz, Secretary. A resolution was also passed to erect a boat-house at an expense of one hundred dollars. The Undine Club is not ambitious to be ranked particularly as a racing club, but was instituted for the physical exercise of its members, being composed chiefly of persons thirty years old and upwards; very few being under that age, and their worthy Secretary and Treasurer, Mr. Jacob S. Miller, being "in the fifties." Notwithstanding this gossip respecting the Undine's ages, it will not answer for any of their more youthful rivals to estimate them as "old fogies" in the rowing line,

as in that art they are experts and hard to vanquish; and probably perform more of it each season than any Club in the United States.

On the 19th of June, 1856, a four-oared barge called the Undine, bought in New York, was placed in service. October 31, 1859, a notice was received from the city authorities to remove the boat-house, and the boat was placed in the house of the Keystone Barge Club. In 1860, the Keystone offered to dispose of their house, their six-oared barge Atalanta, and all appurtenances, which were purchased by the Undine Club. December 1, 1860, another notice was received from the City Solicitor, requiring this house to be removed. Through the kindness of the Pacific Barge Club, the Atalanta was permitted to be placed in their house, and subsequently removed to the "Bachelors' " house, and the Undine was stored in the piazza of the mansion on Lemon Hill for the winter. April, 1861, an agreement was entered into with the Philadelphia Skating Club, for the use of a portion of their new and spacious building erected in the Park, to which the Club removed. On the 29th of September, 1864, a race for a trial of speed only took place between the barge Undine and the Cygnet, belonging to the Quaker City Club. The distance was three miles. The Undine won the race, her time being twenty-two minutes thirty seconds; Cygnet time, twenty-four minutes thirty seconds. Crew of the Undine: T. R. Woodhouse, coxswain; E. D. Yates, stroke number one; C. Vezin, number two; J. S. Miller, number three; W. F. Van Hook, number four.

Race, October 13, 1865. Distance, three miles. Course on Fairmount Dam, from South Rock, around one of the piers of Columbia Bridge and back. Boats: Undine, four-oared gunwale barge; Petrel, a shell; and another shell (no name). The crew of the Undine were: Woodhouse, coxswain; Guillon, stroke; Miller, number two; Van Hook, number three; Hart, bow. Petrel: Vezin, of the Undine Barge Club. The other shell was pulled by Mr. Street, an amateur. The two shells were to start even, and one minute ahead of the Undine. The Undine came

in first; time, twenty-one minutes forty seconds. The Petrel came in second; time, twenty-three minutes forty-one seconds. The nameless shell was last; time, twenty-four minutes ten seconds. The race was for a trial of speed only; no prizes. In the Regatta of the Schuylkill Navy, October 21, 1865, for the "flags," the Undine Barge Club entered the Wink for the first class flag. No boat being entered in competition, the flag was awarded to her. The Undine Club also entered the Atalanta, six-oared outrigger, for the second class flag. Her competitors were the Faugh-a-Ballagh, of the Philadelphia Club; and the Intrepid, of the Malta Club. The distance and course were the same as before named. The Faugh-a-Ballagh came in first; time, twenty minutes forty seconds. Atalanta came in second; time, twenty-one minutes. Intrepid came in third; time, twenty-three minutes. The crew of the Atalanta consisted of T. R. Woodhouse (coxswain); E. D. Yates (stroke); C. Vezin, W. F. Van Hook, J. S. Miller, H. M. Guillon, T. Hart, Jr. (bow).

During the past four years the Undine has increased in activity, as a comparison with the thirty-one rows made in 1856, with the following extracts from their log-books, will show, scarcely permitting a day to pass without a row with one or more of their boats. During the year 1862, the Atalanta was rowed 64 times; the Undine, 101 times; and the Fawn, 36 times. Total, 201 rows. The greatest number of rows made by one member this year was 173.

In 1863, the Atalanta was rowed 133 times; the Undine, 159 times; the Fawn, 117 times. Total, 409 rows; distance, 2181 miles. Two members rowed this year each 263 times; distance of one, 1770 miles, and the other, 1707 miles. This year the boats were out on 275 days, which, with fifty-two Sundays and twelve days on which the river was frozen, leave but twenty-six days on which a row was omitted for want of a crew. In 1864, the Atalanta was rowed 119 times; the Undine, 115 times; the Wink, 20 times; and the Fawn, 99 times. Total, 353 rows; distance, 1896 miles; 249 rows was the highest made by a member—distance, 1442 miles. The boats were rowed on 266 days this year.

In 1865, the *Atalanta* was rowed 78 times; the *Undine*, 116 times; the *Wink*, 30 times; the *Fawn*, 118 times. Total, 342 rows; distance, 1868 miles; 202 was the largest number of rows made by a member this year; distance, 1222 miles. The boats were rowed on 226 days this year; 153 rows have been made by the Club during 1866 to June 10.

The names of the *Undine's* boats are the *Wink*, first class, skeleton outrigger, four oars, forty feet long; the *Atalanta*, second class, outrigger barge, forty feet long, six oars; the *Fawn*, an outrigger barge, twenty feet long, two pair sculls. In September, 1866, George Roahr, of New York, built the Club a smooth gunwale, six-oared barge, forty feet long, fourteen inches deep, four feet two inches wide. The uniform of the Club is a blue flannel shirt, with pattern buttons; white trousers, straw hat, black ribbon, with word *Undine* in gilt letters thereon. Number of members: twenty-six active, seventeen contributing. Officers of the Club for 1866 are: Charles Vezin, President; Jacob S. Miller, Secretary and Treasurer; Samuel Dickson, Coxswain; Edward D. Yates, Vice-Coxswain. Mr. Vezin is also Vice-Commodore of the Schuylkill Navy.

QUAKER CITY BARGE CLUB.

Several years ago, and prior to the late civil war, the *Camilla* Boat Club was not only the champion of the Schuylkill, but the association was in a very prosperous condition. But dissensions and differences of opinion among the members arose, and increasing, finally culminated in a separation. Messrs. Sleeper and Mitchell made a proposition to take, upon certain terms and conditions (which were accepted), one of the boats, a fine six-oared barge, forty-five feet long, with all the equipments, and leave the club, which was done. Shortly after, on the 20th of October, 1858, a few gentlemen met at the residence of Mr. Frank Mitchell, and organized the Quaker City Barge Club by electing Mr.

Sleeper President, and Mr. Mitchell Club-Coxswain, as well as Secretary and Treasurer.

A plaid shirt and cap were adopted as the uniform; and the name of the boat was changed from the *Camilla* to the *Cygnets*. Shortly afterwards the Schuylkill Navy was organized, and in the first review that took place the *Cygnets* and her crew were universally admired.

The following spring, in June, 1850, the first regatta of the Navy took place, and the Q. C. B. C., ever eager for excitement, entered the lists against the *Iris*, a six-oared barge belonging to the Bachelors' Barge Club, and the *Whisper*, a four-oared boat of the Independent Club, giving the latter the allowance of time to which she was entitled. The start was a beautiful one, the *Cygnets* leading; but the *Fates* seemed adverse, and the *Iris* won handsomely. Everything went on very smoothly for a twelve-month, until the regatta of June, 1860. On the day previous to Thanksgiving, in November, 1859, the *Cygnets* made a trip to Norristown, where the crew were handsomely entertained, returning the next day.

Early in 1860, the note of preparation for the coming contest was sounded, and the crew of the *Cygnets* began to place themselves and their craft in proper trim; and on Saturday, the 20th of June, the *Irene*, *Falcon*, and *Cygnets* started for the champion flag. On turning the pier of the Girard Bridge, the *Cygnets* being ahead, fouled the *Falcon*, thus giving the *Falcon* the lead, which she maintained, the boats coming in to the judges' boat as follows: *Falcon*, twenty-one minutes fifty seconds; *Cygnets*, twenty-two minutes; *Irene*, twenty-two minutes thirty seconds.

A strange fact is, that in all the reviews of the Navy, and at other times when there were scrub races, the Quaker City Barge Club were almost sure to come out winners. This year, a small boat was purchased and named the *Spider*. She was of fine model, pulled two pair of sculls, and was very convenient when two or three merely wanted to go out. The active roll of the Club had been increasing, but when the war broke out the boating spirit declined, and several resigned their membership.

In the spring of 1864 the Club was reorganized, new and active members taken in, the Spider was sold, and everything promised a reaction for the Quaker City Barge Club, which actually took place, and matters progressed smoothly, harmony and good feeling generally prevailing. The uniform had been changed to a blue shirt and pantaloons, navy pattern, and tarpaulin hats. The usual trips up and down the river were made, but none elsewhere of any consequence.

In the fall of 1864, an order was given to Messrs. Lufbarry & Sons, of Philadelphia, and on a certain day in the following May, the new boat left the builders at twenty minutes of two P.M., passed the Navy-Yard at two o'clock, entered the Schuylkill at three, stopped thirty minutes at Hamburg, and arrived at the locks at Fairmount at ten minutes of five o'clock, making the distance, eighteen miles, in three hours and ten minutes, being by far the shortest time in which the same trip was ever made. The stranger was named the Thistle, with the motto "*Nemo me impune lacessit.*"

Shortly after, the Cygnet was sold, to go to Wheeling, Va.

In the following August, the crew purchased a four-oared outrigger barge, named her the Cygnet, and in the regatta of October, 1865, entered for the special prize against the Echo, of the Bachelors' Barge Club. The day was very unfavorable, as the wind was blowing a gale; and, owing to a bad start, the Cygnet was defeated. The Club, having received intimation that the house they occupied, which was part of one of those low brick ones located at the Park, would probably be torn down, and feeling that even a name without a local habitation was not desirable, purchased the western half of the Pacific Club-House, built in cottage style, on the main drive nearest Fairmount, and are now permanently located. The house is convenient in every respect, and the Club invite inspection by visitors, especially those from abroad. The members are persons of respectability and high standing in the community, occupying important and responsible positions. The Club, feeling a confidence in the oarsmanship of their

members, and the speed of their Thistle, entered her in the regatta that took place on Saturday, June 9, 1866. The following were her competitors: the Falcon, the Vesper, and the Minnehaha.

The day was favorable, and the banks and surrounding hills were crowded with spectators. At the report of the pistol, the boats got off well together, the Thistle leading, which she continued to do, winning easily in twenty-one minutes twenty seconds, and returning to the house amidst the acclamations and congratulations of the friends of the Club. The Quaker City Barge Club is now in splendid condition, in both physique and morale. They number twenty-four active members and five honorary.

The officers of the Club for 1866 are: George W. Parker, President; J. W. Baker, Treasurer; J. M. Ferguson, Secretary; F. Mitchell, Club-Coxswain; F. J. McBeath, Assistant Club-Coxswain. The names of the boats, which are painted a beautiful green, with gold stripe and black gunwale, are: The Cygnet, second-class outrigger barge, four oars, forty-two feet long; and the Thistle, third-class gunwale barge, six oars, forty-four feet long; and a genuine birch-bark canoe, of Indian manufacture, presented to the Club by one of its members. In the drills and reviews of the Schuylkill Navy, as well as in its annual regattas, the Quaker City Barge Club has always occupied a prominent, influential, and creditable position; and in a city which is celebrated for the excellence of its amateur boating organizations, their colors and club insignia wave proudly in the van.

PENNSYLVANIA BARGE CLUB.

The Pennsylvania Barge Club, of Philadelphia, was organized in 1861, under the title of the Atlantic Barge Club. Their first boat, the Star, purchased of the Union Barge Club, was fifty-one feet long and rowed with six oars. She was the longest barge ever upon the Schuylkill. The Club christened her the Phantom, and she took her place upon the river. The members

entered into their new duties with all that zeal with which a novelty is always taken up, and having prospered beyond their most sanguine expectations, they changed the name of their Club to the Pennsylvania, and began to consider the propriety of investing in a new boat. The purchase of the Gipsy was the result of their deliberations; and for some time that barge, with four oars, piled to and fro upon the river under their skilful management.

Finally the Club, thinking that they had no further use for the Gipsy, determined to dispose of her. That determination was speedily acted upon; and the Gipsy, now the Wink, is at present owned by the Undine Club, and floats the champion flag of the first class, won at the Schuylkill Navy Regatta, of June 9, 1866.

In the spring of 1864 the Club purchased the six-oared barge Falcon, of the Excelsior Club. The Falcon was then, and up to the autumn of 1865, the acknowledged champion of her class on the river, the flag having been won by her in the regatta of 1860. In the fall of 1865, however, the Falcon was not entered for the regatta, and the Thistle, of the Quaker City Barge Club, took the flag from her, pulling over the course without a competitor. The Falcon is forty-two feet long, and is one of the best-modelled barges on the Schuylkill.

In the fall of 1865 the Pennsylvania housed their new barge, the Stranger. A selected crew of the Club rowed her from the builders' yard up to the Pennsylvania's house. Her reception was made a gala-day by the various clubs, whose boats turned out with flying colors to welcome her to her new home. As she and her escorts came by the various barges, oars were tossed, and cheer after cheer greeted her advent among her companions. A collation was spread in the Pennsylvania House, and the day ended in festivity, merriment, and good-fellowship.

In the June regatta, 1866, the Pennsylvania entered the Falcon only; and on every favorable evening previous to the day of the race, a selected crew trained for the contest. That crew consisted of Messrs. G. K. Richards, coxswain; stroke-oar, Gaskill; oar number two, West; number three, Simpson; num-

ber four, Wood; number five, Street; and number six, Dreka. The result of the trial is well known; the Falcon came in second, the Thistle winning the race, and manfully vindicating her right to float still the champion flag she gained in 1865.

The Club, as soon as the water-line is decided by the Commissioners, design erecting a new stone boat-house, in place of their present edifice of brick.

The Pennsylvania Barge Club is now in a flourishing condition. It numbers twenty-four active members and has an applicant for the twenty-fifth position, the number to which its membership is limited by its Constitution. Its officers for 1866 are: President, Louis Dreka; Vice-President, George O. Standbridge; Treasurer, John Culin; Secretary, George D. Cox; Coxswain, H. C. Simpson; Vice-Coxswain, Theodore Yerkes.

MALTA BARGE CLUB.

The Malta Barge Club, of Philadelphia, was organized in January, 1860, by some members of the Minnehaha Lodge of the Sons of Malta. In June their new boat was built, christened the Minnehaha, and launched upon the waters of the Delaware. A floating-house was built for its accommodation, and moored to Washington street wharf. On June 30th of the same year, the Club started upon a cruise, pulled up the Chesapeake to Elk river, and remained a week, to delight the eyes of "My Maryland." In June, 1861, the Malts took another trip to Port Deposit and Havre-de-Grace, on the Susquehanna. During the latter part of this year the Club met with a number of accidents; the boat was run into several times, and the crew obliged to take to the water. This had a tendency to keep the men off the river on dark nights, the intervals between the trips became longer and longer, the novelty was worn off, interest flagged, and finally the boat was laid up for want of a crew. In the spring of 1863, two of the Club resolved to infuse some life into the

expiring organization. They took in twelve new members, and with the assistance of a steam-tug, the boat-house and members of the Malta Barge Club were removed to the Schuylkill river, at Fairmount. Until 1865, the old house lay on shore, above the steamboat landing, by the dam. In February of that year the aspiring Malts became dissatisfied with their narrow accommodations. Negotiations were opened with the Excelsior Club, resulting in the purchase of their house, and the outrigger barge Intrepid. In March the old house was abandoned, and the Malta Club moved up stream to its new quarters.

In October, 1865, occurred the regatta of the Schuylkill Navy. The day was auspicious—the sun shone brightly, the boats started off gaily, and betting upon the Intrepid was high; but the Malta boys came in with drooping feathers, for the Intrepid was defeated. What matter for that? “Never say die” was their motto; and in January, 1866, they determined to sell the Intrepid and build a new boat. A committee was sent to New York, with an order for Stephen Roberts, of Harlem, to build an outrigger barge. The new boat was completed in May, and named the Hiawatha; it was formally received by the Schuylkill Navy, and a crew at once commenced to drill for the race; but the time was too short, and the men had not become accustomed to the boat when she was pulled in the regatta of June 9th; so that, although their antagonists won no easy victory, the Malta boys were again defeated. Luckily they are not easily disheartened; and in the regatta for 1867 the Hiawatha will be in line, ready again to compete for the prize.

The Club numbers fifteen members, the complement allowed by the constitution. The uniform is a dark blue—shirt, pantaloons and cap. The officers of the Malta Barge Club for 1866 are: William H. Lees, President; S. C. Collis, Vice-President; Louis F. Barger, Secretary; S. H. Illman, Treasurer; M. Fleisher, Coxswain; Julian Illman, Assistant Coxswain.

PHILADELPHIA BARGE CLUB.

The Philadelphia Barge Club, of Philadelphia, was organized in the latter part of 1862, under the title of the Panola Barge Club. At the first regular meeting Mr. F. Chase was elected President, and Mr. H. H. Collins, Coxswain, Secretary, and Treasurer. The Club soon became so prosperous that the spring of 1863 found them among the most active upon the Schuylkill, and fully sustaining by their efforts, the reputation borne by their six-oared barge *Iris*, which was the first boat owned by the Club, and which had been purchased by them from the Bachelors' Barge Club, in whose hands she had become noted for beauty and speed.

In October, 1864, the Club purchased from the National Barge Club, then entirely inactive, their boat-house, and the six-oared outrigger barge *Faugh-a-Ballagh*. On the 21st of October, 1865, at the annual regatta of the Schuylkill Navy, the Philadelphia Club entered the *Faugh-a-Ballagh* for the race of the second class for the champion flag, which she won in 20.40, defeating the *Atalanta* and *Intrepid*. The spring race of 1866 found them less fortunate, and they lost the flag, though sustaining their reputation for endurance by the manner in which they achieved the second place.

In June, 1865, the original name of the Club was altered to Philadelphia, the old organization which had borne that name having become extinct. Their boats are: the *Faugh-a-Ballagh*, six-oared outrigger barge; red; forty-one feet six inches in length. *Iris*, six-oared barge; green; forty-two feet in length. Their uniform consists of sennit hat, blue shirt and white trousers. Number of members: eighteen active; no honorary members. The following is a list of the officers of the Club since their organization:

1862.—F. Chase, President; H. H. Collins, Coxswain, Secretary, and Treasurer.

1863.—H. C. Spackman, President; W. V. Clay, Secretary and Treasurer; F. Chase, Coxswain; J. R. Ritter, Vice-Coxswain.

1864.—H. C. Spackman, President; B. Hart, Coxswain; F. Chase, Vice-Coxswain; S. Spackman, Secretary and Treasurer.

1865.—H. C. Spackman, President; B. Hart, Secretary and Treasurer; H. H. Collins, Coxswain; S. Spackman, Vice-Coxswain.

1866.—H. C. Spackman, President; B. Hart, Secretary and Treasurer; F. Chase, Coxswain; H. H. Collins, Vice-Coxswain.

WASHINGTON BARGE CLUB.

The Washington Barge Club, of Philadelphia, was organized February 22, 1865. The officers of this Club consist of a President, Vice-President, Secretary, Treasurer, Coxswain, and Vice-Coxswain. The Washington's uniform is a blue shirt, blue pants, and navy cap. Fifteen active members; no honorary. The Club own the barge Vesper, six oars, forty-one feet long, painted white, with vermilion gunwale and gold stripe. At the annual regatta of the Schuylkill Navy, held on Saturday, September 8, 1866, the Washington Club entered the Vesper for the second race, for six-oared gunwale barges, her competitors being the Thistle, of the Quaker City Club; the Minnehaha, of the Malta Club; and the Falcon, of the Pennsylvania Club.

The start was a beautiful one. The Falcon seemed to gain slightly at first, but the Thistle, impelled by the precise, steady, and vigorous strokes of her crew, soon took the lead and kept it throughout. The boats came in to the judges' boat in the following order: Thistle, twenty-one minutes and twenty seconds; Falcon, twenty-two minutes and fifteen seconds; Vesper, twenty-two minutes and twenty-five seconds; Minnehaha, twenty-three minutes.

We believe this is the only race in which the Washington Barge Club have participated.

PACIFIC BARGE CLUB.

The Pacific Barge Club, of Philadelphia, was organized June 15, 1859, with the following officers: President, William Lewis; Vice-President, J. R. Laughlin, M.D.; Secretary and Treasurer, E. W. Gould; Coxswain, Sterling Bonsall; Assistant Coxswain, C. Bolton. The Pacific Club are not attached to the Schuylkill Navy, and do not contend in regattas. The Club own the following boats: Ka-moi, barge, thirty-five feet long, six oars; color, claret with gold stripe. Built by Albertson Bros., of Philadelphia, in 1854, for the Keystone Club. Sold by them to the Pennsylvania Club, and purchased by the Pacific from them in June, 1859. Name, while owned by Keystone, Atalanta; name, while owned by Pennsylvania, Carioca. Pacific, barge, forty-two feet long, six oars; color, claret with gold stripe. Built by A. Luffbarry & Sons, of Philadelphia, in July, 1860. Launched August 11, 1860.

The Club occupy a fine large house, built by them in 1860, at Fairmount Park, on the bank of the Schuylkill river. It is built of Schuylkill Falls stone, in cottage style of architecture. Dimensions of the house as follows: fifty-five feet long, thirty-five wide, divided into two apartments; one occupied by the Pacific Club, the other rented to the Philadelphia Boat Club. There are balconies at each end of the house. Uniform: blue cloth pants, navy style; blue navy flannel shirt, double-breasted, with wide collar tied with black silk scarf; cap, of blue cloth, band bound with gold braid; name Pacific in silver-plated letters on the front; no visor. Number of members limited to thirty.

PICKWICK BARGE CLUB.

On May 1, 1865, a regular organization was effected, and this club was at once known as the "Pickwick Barge Club," of Philadelphia. The club immediately entered into negotiations with the proprietor of the Fairmount boat-house for the hiring of his

eight-oared barge, *Ariel*. Soon after, the Pickwick Club purchased of the Malta Barge Club their six-oared outrigger barge "*Intrepid*," together with all her appurtenances. The club were very much pleased with their purchase, and determined to test the powers of the *Intrepid* to row in rough water. So, bright and early on the morning of the fourth of July, 1866, a crew of the best oarsmen of the club started from Fairmount, passed through the locks, and pulling steadily around the Schuylkill, entered the Delaware river, and hauled up alongside the fleet of iron-clads, then anchored at League Island. The day was very rough, but the *Intrepid* behaved nobly, and won encomiums from all along the route. The crew were well received and refreshed by the U. S. officers commanding the fleet, and shown all the interesting points about the iron-clad monsters. The party returned home about dusk, highly delighted with their day's excursion.

On the 26th day of July, 1866, a party of seven left the boat-house provided with everything necessary for a week's cruise among strangers. The first stopping-place was Riverton, where they were well received. Torresdale, Burlington, Bristol, followed in quick succession; they then reached the Lehigh Canal, and made a brief halt at Lumbertown, Yardleyville, New Hope, Point Pleasant, and Easton, at which place their journey ended, the crew being pretty well used up on account of difficulty experienced in passing through the locks, at many of which the boat had to be carried over. However, the party made up for their hard work by a very pleasant time at Easton. On the 3d of August they returned to Philadelphia, all highly gratified with their week's excursion.

Number of times the boat has been in service for four months—sixty-three. Number of miles pulled, about five hundred and thirty-eight. The club, at the present time, consists of fifteen members, active, and three honorary. The officers for 1866, are J. Brown, M.D., President; A. P. Rutherford, Secretary and Treasurer; G. F. Brooke, Corresponding Secretary; Saml. O. Stokes, Coxswain; Harry S. Eckfeldt, Assistant-Coxswain. The *Intrepid* is an outrigger barge, forty-eight long; color black, with gold stripe; uniforms: blue, with white trimming; pants dark blue.

PATAPSCO NAVY.

The Patapsco Navy, of Baltimore, Md., was organized in August, 1866, under the following preamble:

We, the undersigned Coxswains of the Amateur Boat Clubs of Baltimore, hereby agree to form our clubs into an association, to be called the Patapsco Navy, for the purpose of holding semi-annual regattas, under the following limitations:

First. There shall be two regattas in each year—on the second Tuesday in June and October, respectively—and at each regatta three distinct races, for first, second, and third class boats; that is, for shells, outrigger barges, and barges; but boats of a different class shall not be entered in the same race.

Second. There shall be a champion Association flag for each race, to be held by the victorious club until won from it at a subsequent stated regatta.

Third. There shall be an allowance of five seconds an oar per mile in favor of boats with the smaller number of oars.

Fourth. All other questions relative to the regatta shall be determined by a majority of the coxswains of the clubs forming this Association, as also the question of admission of new clubs. Upon the failure of the coxswains to agree upon any point, a submission of the difficulty shall be made to the President of the oldest club.

Fifth. Each club shall contribute twenty-five dollars annually, to defray the mutual expenses connected with the regatta. Edwin W. Spear, Coxswain of Maryland Club; O. E. Robbins, Coxswain of Argo Club; Jennings S. Cox, Coxswain of Undine Club; J. Harry Lee, Coxswain of Ariel Club; Charles G. Pentz, Coxswain of Zephyr Club.

The first annual regatta subsequent to the organization of the Patapsco Navy came off on Monday, October 15, 1866; but on the 12th June the boat-clubs of Baltimore had their first rowing-match as follows: The contending clubs were the Ariel, Undine, and Zephyr. The first race was for four-oared barges. Ripple (Undine B. C.), seventeen minutes seventeen seconds; Zephyr

(Zephyr B. C.), eighteen minutes ten seconds; Io (Ariel B. C.), eighteen minutes fifty-three seconds. This race was to have been followed by one between the two six-oared outrigger shells Ariel and Undine. The start was a good one; but when about one-third of the distance had been accomplished the Ariel capsized and had to be towed ashore, the crew fortunately escaping with a thorough drenching. The Undine pulled over the course in fifteen minutes. Distance two miles.

The first annual regatta of the Patapsco Navy came off on the Patapsco river, Baltimore, on Monday, October 15, 1866. At three o'clock P.M., the start was made in the first race, which was between the gunwale barges of the clubs, the following being entered: Alpha, six oars, Ariel Club, colors white; Zephyr, four oars, Zephyr Club, colors red; Ripple, four oars, Undine Club, colors orange; Lurline, four oars, Maryland Club, colors blue. The course was one mile to a stake-boat and return. Upon the first pull the Zephyr shot ahead, but was soon passed by the six-oared barge, who maintained the advantage until near the mile-stake, when the Zephyr steadily gained upon her. After turning, the crew of the latter took the lead, keeping it nearly three boats' lengths until the home stake was reached, in the following order: Zephyr, time eighteen minutes forty-five seconds; Alpha, time nineteen minutes fourteen seconds; Ripple, time twenty-one minutes eighteen seconds; Lurline, time twenty-one minutes twenty-five seconds. The crew of the winning boat were as follows: G. Payson Heiner, coxswain; Andrew Thompson, C. G. Pentz, William T. Henderson, and J. W. McPherson. For the second race the following appeared: Iris, six oars, Undine Club, colors orange; Whisper, six oars, Ariel Club, colors white; Minnehaha, six oars, Zephyr Club, colors red; Ceto, four oars, colors green.

At the signal all got off well, and it was very soon observed that the contest was to be between the Iris and Whisper. For the first half-mile the two boats were nearly even. The Iris turned the stake ahead, but as they came near home the Whisper again obtained the lead and kept it to the home-stake, winning

the race by nearly two lengths. They reached the flag-boat in the following order: Whisper, time fifteen minutes forty-six seconds; Iris, time sixteen minutes seventeen seconds; Ceto, time eighteen minutes nine seconds; Minnehaha, time twenty minutes nine seconds. The following are the names of the crew of the winning boat: J. H. Lee, coxswain; W. Gilmor, stroke; M. Lewis, L. Tiffany, W. Remington, G. Brown, and H. Gilmor.

The races being concluded, the first presentation to the Zephyr Club was made by Mr. George Dobbin, consisting of a beautiful white silk boat-flag, handsomely and elegantly painted. Upon one side are the words, in a wreath, "Regatta, October 15, 1866;" on the reverse is a belt surrounded by the laurel-leaf. Mr. Charles K. Cannon, in a very happy style, received it for the Zephyr Club. The next prize-flag was of blue silk, painted on either side, with an anchor surrounded by silver stars. The presentation of this prize was made to the Ariel Club by Mr. Jennings S. Cox, of the Undine, and received on the part of the Ariel by Mr. J. H. Lee.

ARIEL BARGE CLUB.

The Ariel Barge Club, of Baltimore, was instituted March 1, 1864. The first year the officers were: President, J. H. Lee; Secretary and Treasurer, Charles S. Lewis. For 1865: President, Thomas M. Dobbin; Secretary and Treasurer, J. A. McKim. The Ariel boat-house is situated at Ferry Bar, just beyond the city limits; about one-half of an acre of land is inclosed, on which is situated the Club-Cottage of the Ariel and Undine Clubs. The ground floor is the dressing-room; the upper story is furnished as a reception-room. Below this cottage, near the water, is the house containing the boats. The shell is fifty-seven feet four inches long; the outrigger barge is forty-six feet long—both built by C. B. Elliott, of Greenpoint, L. I. The Ariels have also a barge forty-four feet long—builder unknown.

The full-dress uniform of the Club is a white flannel shirt with blue collar, blue trousers and jacket, white and blue flannel caps, with the word "Ariel" in gilt letters thereon. On regatta and drill days the crews appear in full uniform; but at no time is a member allowed to row unless in a uniform shirt. The Coxswain shall be designated by a blue cloth cap, with gold star and two gold banda. The Vice-Coxswain shall wear cap as Coxswain, with one gold band. Number of members, thirty-one.

Two regattas take place in Baltimore annually. The first one on the first Tuesday in June; the second, on the first Tuesday in October. The course is two miles. In the spring of 1866 the Undine Club won—time fifteen minutes. The Ariel six-oared shell capsized. The prize was a champion flag. In the June regatta the Io, in the four-oared race, came in third, in eighteen minutes fifteen seconds. Crew: Dr. Gallagher, T. McKim, W. Blackstone, C. E. Lewis; Coxswain, R. Wilson. The Ariel's crew were: George Brown, stroke; W. Gilmor, J. A. McKim, Mord Lewis, G. L. Robinson, Hoffman Gilmor; Coxswain, J. H. Lee. In the autumn regatta, October 15, 1866, the Alpha, in the first race, came in second, in nineteen minutes fourteen seconds. Crew: R. Wilson, coxswain; W. Blackstone, T. McKim, C. E. Lewis, C. H. Pitts, C. K. Harrison, and C. Murray. In the second race the Whisper competed with the Iris, Minnehaha, and Veto. The former won the race and prize in fifteen minutes forty-six seconds. The Whisper was rowed by J. H. Lee, Coxswain; W. Gilmor, stroke; Mord Lewis, L. Tiffany, W. Remington, G. Brown, and H. Gilmor. The officers of the Ariel Barge Club for 1866 are: President, Dr. Charles Gallagher; Secretary and Treasurer, Mord Lewis; Coxswain, J. Harry Lee; Vice-Coxswain, William Gilmor.

UNDINE BOAT CLUB.

The Undine Boat Club, of Baltimore, was organized April 1, 1865. The number of active members is thirty-nine; hono-

rary members, twenty-eight. Officers for 1865: President, Stewart Brown; Secretary and Treasurer, John H. Converse; Coxswain, Jennings S. Cox; Vice-Coxswain, Addison Clarke; Boat-House Committee, George L. Dobbin and E. J. D. Cross. Officers for 1866: President, Stewart Brown; Secretary and Treasurer, E. J. D. Cross; Coxswain, J. Checkley Keighler; Vice-Coxswain, Addison Clarke; Boat-House Committee, George L. Dobbin and William M. Pegram. Uniform: blue flannel shirt with white collar; white trousers, blue and white caps, with Undine in gilt letters thereon.

The boat-house of the Undine and Ariel Clubs is what was known as Winan's Ship-yard; the ground containing about one half of an acre, inclosed on three sides with a high board fence, having a water-front of two hundred yards. The club-house is a beautiful two-story cottage, from which there is a view of the Patapsco river, the city, and Fort Carroll. The grounds are terraced, and on the water-front the house for keeping the boats of the two clubs is situated. Boats: outrigger barge Iris, six oars, forty-five feet long; built by James McKay, New York; outrigger barge Undine, six-oars, forty-six feet long; gunwale barge Ripple, four oars, thirty-five feet long.

In the regatta of June 12, 1866, the flag for four-oared boats was won by the Ripple; distance, two miles; time, seventeen minutes seventeen seconds; beating the Zephyr of Zephyr Club, and Io of Ariel Club. The flag for six-oared boats was won by the Undine; the other contestant, shell-boat Ariel, capsizing, owing to the roughness of the water: same distance; time, fifteen minutes.

In the autumn regatta, October 15, 1866, four-oared race; same course; won by Zephyr, of Zephyr Club; time, 18.45; Alpha, Ariel Club, 19.14; Ripple, 21.18; Lurline, 21.25; six-oared race, won by Whisper, Ariel Club, 15.46; Iris, Undine Club, 16.17; Ceto, Argo Club, 18.09; Minnehaha, Zephyr Club, 20.09; distance, two miles; water rough and a good breeze blowing.

MARYLAND BOAT CLUB.

The Maryland Boat Club, of Baltimore, was organized in June, 1866; but owing to the delay in building the boat-house, uniforming, etc., the Club was not able to make much progress during its first season. With an increased membership and more boats, the Maryland Club hope to take a prominent position in the Patapsco Navy during the season of 1867. The Club has twenty-one active and nineteen honorary members. Officers for 1866: J. O. Spear, President; Charles F. Albers, Secretary; Joseph Dorsey, Treasurer; Edward Cugle, Coxswain; Joseph L. Parr, Vice-Coxswain. Uniform: white flannel shirt trimmed with red braid, with the letter M embroidered on the front; white flannel skull-cap trimmed with red, with Maryland on the front; white duck pants and leather slippers. In connexion with the Argo Boat Club the Maryland Club occupy a frame boat-house, about fifty by forty feet, at Ferry Bar, on the middle branch of the Patapsco river. The house is one story high, and has storage capacity for six boats. The Club own one boat, the four-oared gunwale barge Lurline, thirty feet long, four feet beam. Built in Philadelphia. They intend commencing the season of 1867 with a six-oared lapstreak outrigger of superior build. The Maryland Club entered their four-oared Lurline in the autumn regatta of the Patapsco Navy, October 15, 1866, laboring under great disadvantages—want of skill, want of practice, etc. Her time was twenty-one minutes twenty-five seconds.

ARGO BOAT CLUB.

The Argo Boat Club, of Baltimore, was organized the first Tuesday in July, 1866. Number of active members limited to twenty-one. Present number of honorary members, thirty-five; number unlimited. Officers for the present year are as follows: George M. Hayward, President; George W. E. Dorsey, Vice-

President; Thomas J. Hayward, Secretary and Treasurer; Chas. E. Robinson, Coxswain. Uniform: sennit hat, trimmed with black ribbon, with Argo in gilt letters on the front; shirt of blue navy flannel, trimmed with white; blue flannel pants with silver cord; black patent-leather belt with silver buckle, with the name Argo upon it; and black leather slippers.

Boat-house is occupied and owned jointly by the Argo and Maryland boat-clubs, and is situated at Ferry Bar. Dimensions, fifty by thirty-five feet, and eleven feet high. Boats: One four-oared outrigger lapstreak barge, thirty-six feet long, three feet wide. Built in New York, and called the Ceto.

Races.—Baltimore regatta, October 15, 1866; two and a quarter mile course; eighteen minutes nine seconds. This was the first race the club ever engaged in; the crew had had but little practice together. This fact, and the rough water, accounted for the poor time made by the Ceto on this occasion.

UNION BOAT CLUB.

The Union Boat Club of Boston, Massachusetts, the only rowing Club now in that city, was formed May 26, 1851. It entered the aquatic field without any aspirations in the way of racing; in fact, at this time, there was but little to excite a spirit of emulation, as the regatta had not yet become an annual festival.

In 1853, the Club purchased two racing lapstreak fours, the Wave and Ripple, and entered the latter in a race at Hull. The Ripple was built in St. John, and pulled without a coxswain—a style of rowing now generally in vogue, and first introduced by the Club in these waters at this race. The crew were successful in winning the first prize.

In 1854, the city of Boston first entertained the idea of making the regatta a part of the city celebration on the Fourth of July; and through the instrumentality of this Club, the committee having the matter in charge were induced to offer prizes for a wherry race—the first of the kind in Boston. The first

prize, a silver cup, was taken by the coxswain, at that time—W. D. W. Allan.

In 1857, the Beacon Races were started for the benefit of amateurs, and the Club entered their six-oar, winning the most beautiful prize—the Beacon Cup—that was ever awarded on Charles river. On this occasion the Club rowed their six-oared lapstreak against the Harvard, eight-oared lapstreak, on an allowance, and came in very nearly side by side. The Club has pulled in many races, and been very successful in winning prizes. The Club now number some forty active and twenty-five honorary members, and own the following boats: one shell, six-oared; one lapstreak, six-oared; one eight-oared barge; one four-oared lapstreak; two lapstreak wherries; one shell wherry; two double-scutt lapstreaks; two four-oared shells. The Club have a cup that is rowed for by members only. The object is to encourage them in practice and form crews for the racing boats.

The following is a summary of the prizes won by the Union Boat Club: Regatta at Hull, September 13, 1853—the Ripple, rowed by W. D. W. Allan, R. J. Bulger, Alfred Whitman, and H. C. Ahlborn, won the first prize, a silver pitcher. Same day, the Wave, four oars, entered by the Union Club, won the second prize. July 4th, 1854, Mr. Allan, in the City Regatta, won the first prize for single sculls, a silver goblet. At the second regatta of the Charles River Amateur Association, October 27, 1855, the Union, six oars, won the second prize, a silver pitcher. Crew: H. P. Livermore, H. C. Ahlborn, A. Whitman, Daniel W. Rogers, R. J. Bulger, and G. Higginson, Jr. June 23, 1856, third regatta of the Charles River Association; the Ariadne, four oars, won a silver goblet. Crew: G. W. Smalley, A. Whitman, F. G. Richards, H. P. Livermore. Same day, Mr. Whitman won the silver pitcher, the first prize for single sculls. First Beacon Regatta, June 13, 1857, on the Charles river for the Beacon Cup, won by the Union, six oars, rowed by A. Webster, Jr., A. Whitman, A. S. Baxter, Jr., G. W. Smalley, N. H. Bryant, and S. S. Whitman. July 4, 1857, at the New Bedford Regatta, the Ariadne, rowed by G. W. Smalley, A. Whitman, G. W. Hankins,

and A. Webster, Jr., won the first prize, a silver pitcher. Amateur race, July 4, 1857, on the Charles river: H. Whitman won the first prize. Beacon Regatta, June 22, 1859: the first prize in the double-scutt race was won by W. H. Carpenter and H. H. Brackett. May 11, 1860, Amateur Regatta: the first prize, a silver goblet, was won by J. D. Parker, Jr. In addition to the races enumerated above, M. S. Smith distanced all competitors in the single-scutt race at Charlestown, June 18, 1860; Beacon Regatta, June 23, 1860; and the City Regatta, July 4, 1860. July 4, 1861, in the Charles River Regatta, W. H. Carpenter and J. D. Parker, Jr., defeated Joshua Ward and G. W. Shaw in the double-scutt race.

Officers of the Club.—First President, in 1851, John Q. Lund; President in 1852, Isaac M. Ireland; President in 1853, H. C. Ahlborn; in 1854, G. S. Bullens. From 1854 to 1866, inclusive, Mr. Daniel W. Rogers has filled the position of President. The other officers for 1866 are: Secretary, G. W. Estabrook; Captain, C. Bates; Lieutenant, G. H. B. Hill; Directors, Alfred Whitman and R. H. Richards. The Union's uniform consists of a blue reefing-jacket, blue flannel shirt, merino undershirt, blue pants, slippers, and blue cap.

QUINSIGAMOND BOAT CLUB.

The Quinsigamond Boat Club, of Worcester, Massachusetts, was organized in 1857, and is the oldest Club now in that city. In the regatta on Lake Quinsigamond, Worcester, July 28, 1865, for a stand of colors given by the citizens of Worcester, the Club entered their four-oared shell Quinsigamond, forty-five feet long, rowed by John G. Heywood (stroke); Edwin Brown, Stedman Clark, and E. B. Hamilton (bow). Their competitor was the Union, four-oared shell, entered by the Union Boat Club, of Worcester. The Quinsigamond won in 21.08. Distance, three miles.

On Friday, July 27, 1866, at the Worcester regatta, the Quin-

sigamond again entered their new four-oared shell for the silk standard of the Worcester championship. Crew: Edwin Brown (stroke); S. Clark, J. G. Heywood, and S. B. Hamilton (bow). Her competitor was the Union, of Worcester. The Quinsigamond won in 21.04. Union's time, 21.50; distance, three miles. For a crew of light-weights, the Quinsigamond was rowed in an excellent manner, and proved themselves worthy of retaining the champion colors worn by them for two years. The Quinsigamond boat-house is a neat frame building on the shore of Lake Quinsigamond. They own two four-oared shells; one built by Reed, of Boston; the other by McKay, of New York. Also the Lurline, a pleasure barge, built in 1863. Costume: corn-colored silk handkerchiefs, white shirts, and light blue pants.

UNION BOAT CLUB.

The Union Boat Club of Worcester, Massachusetts, is a well known rowing Club of that city. Their boat-house is on the shore of Lake Quinsigamond, and their racing-shell, four-oared, is a good McKay model. The Union entered in the regatta on Lake Quinsigamond, July 28, 1865, for the stand of colors given by the city of Worcester. They came in second. Crew: Timothy R. Green (stroke); Henry J. Temple, James L. Anthony, L. D. Thayer (bow). In the Worcester regatta of Friday, July 27, 1866, the Union entered again for the colors of the Worcester championship, with a similar result to the previous year, coming in second in 21.50 for the three miles. Crew in 1866: G. Woodcock (stroke); T. A. Woodcock, John McKeon, T. R. Green (bow). On Thursday, September 20, 1866, the Union competed in the four-oared race at Springfield, Massachusetts, with the same crew as at Worcester. Five boats started, the Union winning the third prize of fifty dollars in 21.44. The uniform of the Union Club is magenta handkerchiefs with white border, white shirts and white pants.

SPRINGFIELD BOAT CLUBS.

The following is a list of the rowing clubs in the city of Springfield, Mass., which place is destined to occupy a prominent position in the boating history of the country, as their course on the Connecticut river cannot be excelled for regatta purposes.

UNION BOAT CLUB, organized November, 1865.—Boats: J. W. Dickinson, six-oared shell, fifty-one feet long and twenty inches wide; also one four-oared shell. Crew: J. A. Lynch (bow); P. Moran, J. A. Murphy, M. J. King, P. O'Brien, John O'Neil (stroke). Won first prize and champion color at regatta, September 20, 1866.

J. W. THOMPSON BOAT CLUB, organized April, 1866.—Boats: one six-oared lapstreak, built at St. John's, N. B., Thetis; one four-oared shell, named J. W. Thompson. Crew: F. Foot (bow); C. Morris, D. Webster, R. Morris, Ed. Case (stroke), Ed. Walker.

SPRINGFIELD BOAT CLUB, organized July, 1866.—One six-oared shell, H. K. Baker. Won second prize at regatta, September 20, 1866; and first prize at regatta, July 4, 1866.

H. S. HYDE BOAT CLUB, organized July, 1866.—Boats: Jessie, four-oared lapstreak streaker; J. F. Tapley, six-oared shell; also a new six-oared shell. Crew: J. Boyle, (bow); J. Hallain, G. H. Ring, C. F. Hovey, T. Boyle, J. Leary, P. Harrington (stroke). Won second prize at regatta, July 4, 1866. Won race with H. K. Baker crew. One hundred dollars a side. Five miles. October 15, 1866.

L. J. POWERS BOAT CLUB, organized August, 1866.—One boat, six-oared shell, L. J. Powers; length fifty-one feet twenty-one inches. Crew: J. A. Bryan (bow); C. W. Perkins, C. H. Adams, C. E. Olmstead, W. H. Hawkes, T. C. Gillette, G. H. Ensworth (stroke).

ALLOTUS BOAT CLUB, organized 1866.—One boat, Aliotus, six-oared shell. Crew: Geo. A. Browne (stroke); Thos. Farrell, E. Whalen, Geo. Waterman, John Hart, J. J. Sweeney, Henry King (bow).

ALPHA BOAT CLUB.

The Alpha Boat Club, of Portland, Maine, was organized April 14, 1858, with the following officers: President, Woodbury Robinson; Secretary, Albert H. Gale; Treasurer, Cyrus Farley. The Club's first boats were an eight-oared barge, thirty feet long; and double-scutt shell; both built by Dyer, of Portland. For the first two or three years the Club occupied a floating-house. The Alphas entered in the Portland regatta of July 4, 1860; but broke a rowlock on the start, and withdrew from the race. During 1861 the Club did not enter in any regattas. In 1862, participated in the Fourth of July regatta on the Back Bay. Second race, opened to the organized clubs of Portland only with four or six-oared boats. Distance, two miles. The three clubs of Portland were represented, viz. North Star, Alpha, and Young Mechanic; all six-oars. First prize, seventy dollars; taken by the Alpha. Second prize, thirty dollars; taken by the North Star. The Alpha Club, from this time, claim the championship of the organized clubs of Portland. In September of this year, ten members out of fifteen enlisted in the Twenty-fifth Maine Volunteers.

During 1863 there was but little excitement in boating. But notwithstanding the absence of a large number of members, the Club flourished. In 1864 most of the members having returned home, boating revived. No races occurred.

In 1865, the club took part in the Portland Fourth of July regatta. The second race, open to the organized clubs of Portland, was well contested by the four clubs, viz. Alpha, North Star, Young Mechanic, and Una. Distance, two miles. The Alphas maintained the championship, taking the first prize of one hundred and seventy-five dollars. The Una took the second prize. In the fourth race on the same day the Alpha (first six) pulled against four fresh crews, and came home third. If the crews who beat them in this race had, like them, pulled in the second race, probably different results would have ensued. Very little of importance transpired in boating in Portland during the

season of 1866, with the exception of the single-scutt match race between Walter Brown and Josh Ward. The Alpha Club having maintained the lead for several years, concluded to retire from the field and rest on their laurels; intending hereafter to participate in no races as a club, but confine themselves to the pleasures and recreations of boating only.

The Club's roll admits of but twenty members, and it is now full. They have six honorary members. The Club now own one eight-oared barge, *Haidee*, which is used for excursions and carrying-out purposes; sufficiently roomy to take nearly all of the members; built by C. B. Harrington, of Bath, Maine; length, forty feet. Lapstreak race-boat, six oars, Alpha First; built by Reed, of Boston; length, forty-five feet; straw color, with brown stripe. With this boat the Club won the first prize and championship in July, 1862. One Spanish cedar shell, six oars, named Alpha Second; built by Lawlor, of Chelsea, Massachusetts; length, forty-five feet. Took the first prize, second race, in July, 1865. Six single-scutt shells, varying in length from twenty-six to thirty-two feet. Most of them were built by Walter Brown, of Portland. Uniform for exercise and pleasure: dark blue throughout. Racing uniform, white; cap of light blue. Boat-house is situated on Commercial street; is about sixty by thirty feet; it is built on piles directly over the water. The boats are lowered through straps running through the centre of the house. The house is two stories high; the second story is used for meetings, and contains closets for uniforms, etc.

The following are the officers of the Alpha Boat Club for 1866: President, Henry P. Wood; Vice-President, John C. Small; Secretary, A. M. Millett; Treasurer, George F. Thompson.

NORTH STAR BOAT CLUB.

The North Star Boat Club, of Portland, was the first organized boat club in the State of Maine, being formed in 1857. It consists of twenty-five members. The first officers were: Presi-

dent, F. A. Prince; Secretary, H. H. Hatch; Treasurer, H. H. Hatch.

Their first boat was a barge, eight-oared, built by a member, F. A. Prince. The North Star's first boat-house was a floating one; but after a few years it was found insufficient to accommodate the Club, and it was decided to join with the Alpha Club in building a house that would accommodate both clubs. In the year 1860 the Club purchased a six-oared lapstreak boat of the Union Club, of Boston. In the regatta on the 4th of July, 1860, the Union, entered by the North Star Club, came in third.

On July 4, 1862, in a regatta given by the city, the following boats were pulled in the time annexed: Union, by North Star Club, sixteen minutes twenty-four seconds; Alpha, by Alpha Club, sixteen minutes twelve seconds; Young Mechanics, by Young Mechanics' Club, seventeen minutes twenty-nine seconds.

The property of the Club consists of a barge thirty feet long, built by F. A. Prince; color white, eight oars; lapstreak boat Union, six oars; and a six-oared shell-boat, built by Walter Brown, of Portland. Several members of the Club own single-scutt boats.

The North Stars make a long excursion every summer, lasting from two to three weeks, during which they "camp out." These excursions are a feature of the Club's social enjoyment and recreation. The uniform consists of shirts, pants, and cap, of the United States naval pattern. Regatta costume: Salmon-colored silk shirt, white duck pants, red, white, and blue scull-caps. The officers of the Club for 1866 are: President, Dr. F. A. Prince; Vice-President, A. E. Webb; Treasurer, H. H. Hatch; Secretary, G. A. Harmon.

UNA BOAT CLUB.

The Una Boat Club, of Portland, Maine, was organized in 1864. The Unas are all young men, and many of them are noted for being good oarsmen. On the 25th of April, 1866, at a regatta given in Portland harbor, the Unas, in their six-oared shell, rowed over the course without a competitor, winning the championship of Portland and a beautiful silver cup. At the regatta in Boston, Fourth of July, 1866, the Una was entered in the six-oared race with the following crew: Walter Brown (stroke); J. F. Webber, R. Williams, A. P. Harris, F. H. White, H. C. Davis (bow). The Piscataqua, from Elliot, Maine, was her only competitor, neither of the Harvard boats starting. The Una won this race easily, and the prize of one hundred and fifty dollars, in 20.41. The Una's crew were trained by Walter Brown; and their style of rowing elicited general praise from the spectators. This club, unlike many boat clubs, claim to be a racing club, and are "always ready" to vindicate their pretensions by entering in a regatta or private match race. They occupy an influential position in Portland, and from the period of their formation have contributed materially to the progress of boating pastime in their city and State.

The Una Club's boats consist of one barge, forty-four feet long and four feet six inches wide, rowing eight oars. This barge is used for pleasure parties. Also two six-oared shells, two double-scutt shells, and five single-scutt shells; all of them built by Walter Brown, of Portland. The Una's house is a spacious and convenient structure, near the Franklin wharf, and is handsomely furnished.

DETROIT BOAT CLUB.

On the 23d of August, 1856, fourteen young men interested in aquatic sports met for the purpose of discussing the feasibility of forming a boat-club. All present were strongly in favor of improving the unsurpassed natural advantages afforded by the

Detroit river, and a preliminary organization was at once effected. On the 26th of August a constitution was adopted, and the Club formally organized under the name of the Detroit Boat Club.

The first boat used by the Club was a six-oared lapstreak boat without outrigger; built by Clarkson Crolius, of New York, more than thirty years previously. She had been a famous boat in her day; had won several well contested races, and had belonged to a Club composed of young men who have since grown up to be classed among our most substantial and respected citizens. She had outlived the Club, and had been safely stowed away upon the farm of one of the old Club, several miles back of Detroit. The dust of years had almost obliterated all traces of paint, and her timbers were somewhat sprung; but she had been well and strongly built, and with a small outlay her faultless lines again graced her native element. She was named the E. A. Brush, in honor of one of the most energetic members of the old Club, and to whom the Detroit Club were indebted for this their first craft.

The boat-house is eligibly situated in a slip between Hastings and Rivard streets, and is built upon piles and planked to the water's edge. That part of the house occupied by the boats is fifty-feet long, twenty-five feet wide, and eight and a half feet high. Two windlasses are used for hoisting the boats from the water, which are housed one above the other upon stretchers. Racks for oars and boat-hooks are conveniently arranged on the side of the house, and at one end is a large closet for tools, rope, etc. The boat-house contains an upper story twenty feet long, twelve feet wide, and eight feet high, comfortably fitted up as a dressing-room. Each member has a locker wherein to keep his uniform, which consists of a blue flannel shirt trimmed with white; a white linen shirt trimmed with blue; blue cloth pants with pearl buttons; a sennit braid straw hat; a black silk cravat, and slippers.

The Detroit Club has never contested in any regatta, for it has never had any rivals at home; and though at the same time not seeking competitors among the amateur clubs of neighbor-

ing cities, it never has received a challenge. It is somewhat remarkable that a place affording such unsurpassed advantages for boating as Detroit should number so few clubs, and, indeed, that the West generally should be so far behind other portions of our country in aquatic sports.

List of officers since organization:

Presidents.—Warham S. Brown, August 23, 1856; George A. Baker, April 1, 1858; Nathaniel Pitcher, April 5, 1860; Joseph M. Brown, April 4, 1861; Henry P. Sanger, April 3, 1862; George A. Baker, April 7, 1864; Charles H. Wetmore, April 6, 1865; Samuel E. Pittman, April 9, 1866.

Vice-Presidents.—George A. Baker, August 26, 1856; Nathaniel Pitcher, April 1, 1858; H. P. Sanger, April 5, 1860; A. D. Dickinson, April 4, 1861; George N. Brady, April 3, 1862; C. H. Wetmore, April 7, 1864; August Palm, April 6, 1865; Henry W. Beeson, April 9, 1866.

Secretaries and Treasurers.—S. E. Pittman, August 26, 1856; W. J. Lyster, April 1, 1858; William Tillman, April 5, 1860; N. G. Bostwick, April 4, 1861; J. S. Newberry, September 27, 1861; John Nickerson, April 7, 1864; S. E. Pittman, April 6, 1865; Frank J. Phelps, April 9, 1866.

Boats belonging to the Club.—Barge Camilla, eight oars; built by C. J. Thoms, in 1859; forty feet long. Lapstreak Haidee, six oars; forty-two feet long. Lapstreak Dream, four oars; thirty-six feet long. Barge E. A. Brush, six oars; not seaworthy; thirty years old.

The Detroit Boat Club has always been one of the most popular associations of Detroit, and is continually receiving marks of favor from its numerous friends. It has not only afforded healthful and pleasant exercise to its members, but has won the lasting friendship of the ladies of the city by its moonlight excursions, by its Fourth of July trips to Grosse Isle, and by its promenade concerts each winter at the Russell House. It is in the most prosperous condition, and we trust that it may long continue to be, as it now is, an honor to its founders, the pride

of its friends, and a never-failing source of manly sport and genuine pleasure to its members.

WENONA BOAT CLUB.

The Wenona Boat Club, of Milwaukee, Wisconsin, was organized July 1, 1855. The officers for the year were: F. J. Bosworth, President; John L. Hathaway, Secretary and Treasurer.

The first boat owned by this Club was the Wenona, a six-oared, barge-built boat, with outriggers. She was a heavy craft, weighing some seven hundred pounds, but was well built, and, considering her model, very fast.

The first regatta in which this Club took an active part was in October, 1856, when the champion colors were contended for. Quite a number of "crack" boats were entered for this regatta, including the celebrated Lady Putman, of Chicago. The Wenona, however, won the race handsomely, rowing the two and a half miles in seventeen minutes and ten seconds.

In 1858 a match was made between the Wenona and the Jessie, of the Milwaukee Club. The Jessie was manned by a powerful crew, but the Wenona came off victorious. The distance rowed was about three miles. Time not taken. In 1859 the Wenona was sold to a club of students at the Theological Seminary, Nashotah, Wisconsin. A grand regatta, under the auspices of the State Agricultural Society, took place September 29, 1859. In this race the Wenona Club entered their six-oared outrigger barge, the Wacoma. They had to contend against a new shell outrigger built by James, and entered by the Milwaukee Club, and a six-oared boat entered by the "Mechanics' Club." The latter boat most unexpectedly won with ease. The distance was two and a half miles.

The time was as follows: Mechanic, nineteen minutes thirteen seconds; Kinnickinnick, twenty minutes; Wacoma, twenty minutes twenty-five seconds. The prize rowed for was a silver cup

valued at seventy-five dollars. The boats belonging to the Club consist of the Wacoma, six-oared outrigger barge, forty-one feet long; Wyota, four-oared barge, thirty feet long; Wisconsin, eight-oared barge, thirty-six feet long. All built by Nathan Brooks, Milwaukee. Color: outside black, with gilt stripe; inside white. Uniform: black pants, white shirt, blue navy cap. There are at present twenty active members and nineteen honorary members.

MILWAUKEE BOAT CLUB.

The Milwaukee Boat Club, of Milwaukee, Wisconsin, was organized November 10, 1855. The officers for 1855-56 were: President, A. J. Emmons; Vice-President, William H. Wright; Treasurer, Charles F. Hsley; Secretary, J. A. Brigham.

The Milwaukee's boat-house is built of wood, fifty-two feet by twenty-six, located at foot of Sycamore street, on the bank of the Milwaukee river; has three sets of ways for launching boats, being inclined planes fitted on a pivot, so as to drop the boats to the level floor of the house. The house is arranged with racks for oars, closets for flags, etc., and lockers for each member, and in the second story has dressing-rooms, etc. The uniform of the Club, for dress occasions, is, white shirt, plain; black tie, black belt, white trousers, and sennit hat. They also wear blue cloth navy cap, and thick pilot-cloth jacket. Number of members, thirty-one; no honorary members.

The boats owned by the Club are: one barge, Michigan, forty-four feet long, six and a half feet beam, carries sixteen oars double-banked, or eight sweeps, and will carry, including crew, forty persons comfortably; built by N. Brooks, of Milwaukee. One six-oared boat, Milwaukee, thirty-four feet long by four and a half beam. One four-oared boat, Menomonee, twenty-eight feet long by four feet beam. One race-boat, Kinnickinnick, six-oared, forty-five feet long, outrigger. Club colors, vermilion with gold stripe.

Entered in the regatta of September 29, 1859, the crew of

the Kinnickinnick consisted of C. T. Haley, stroke; J. R. Brigham, second; W. H. Wright, third; C. T. Bradley, fourth; T. L. Baker, fifth; Henry Sands, sixth. The distance pulled was three miles for six-oared boats; prize, six silver cups. The Kinnickinnick beat the Chicago five boat-lengths, and the Wenona four. The prize was won by the Dwight Keyes.

July 25, 1866, the Club rowed a race with the men of the revenue-cutter Andrew Johnson, the latter pulling in the Dwight Keyes. It was a straight row of a mile and a half and repeat, in the lake, by moonlight. The Milwaukee's boat won the race.

MENOMONEE BOAT CLUB.

The Menomonee Boat Club, of Milwaukee, was organized July 23, 1859, by F. M. Lane, George F. Williams, N. Staughton, and R. R. Griffith. The officers for 1859 were as follows: President, F. M. Lane; Vice-President, George F. Williams; Secretary and Treasurer, N. Staughton.

The boat-house, located on Fowler street, is built of pine wood, sixty feet long, twenty-four feet wide, with elevating platform runway. Their boats are the Hoboken (formerly Jessie Fremont) and the Ætna, both four-oared. The Club numbers fifteen members. At the regatta held during the State Fair of 1859, for the first race for six-oared boats, three entries were made, viz. Mechanic, belonging to the Menomonee Club; Kinnickinnick, belonging to the Milwaukee Club; and Wacoma belonging to the Wenona Club. The course was from Walker's Point Bridge round a stake in the harbor and return; distance, three miles. All the boats were off together at the signal. The Mechanic and Kinnickinnick fouled after a dozen strokes, the latter losing one length. The former went off with a clear lead, and, improving the advantage, won the race handily in nineteen minutes and thirteen seconds, Kinnickinnick coming in second; time, twenty minutes. Wacoma came in third; time, twenty

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minutes and twenty-five seconds. Prize, half-a-dozen silver cups, valued at \$125.00. The race for two pair sculls was contested by Messrs. Brooks and Toohy. The latter won easily, in twenty-three minutes and forty-six seconds. For single pair sculls, the John C. Babcock, rowed by Joe Lane, won by half a length in a trifle over twenty-five minutes. The race for four-oared boats was contested by the Hoboken, of the Menomonee Club, and Ivanhoe. The former won in twenty-six minutes.

· XANTHO BOAT CLUB.

The Xantho Boat Club, of Toledo, Ohio, was organized March 10, 1866, with the following officers: President, Frank T. Lane; Vice-President, Charles L. Brooks; Secretary, John K. Keller; Treasurer, Dudley E. Saltonstall. The Club owns a handsome barge, built in April, 1866; color, scarlet with gold stripe. Their boat-house is located about one mile from the centre of Toledo, and is built of wood; dimensions, thirty-four feet long, seven feet wide. Number of members, fifteen; all active. In consequence of their recent organization, the Xantho Boat Club has not participated in any regattas. At the semi-annual election the following officers were chosen: President, William H. Gouell; Vice-President, Henry D. Coursen; Secretary, John K. Keller; Treasurer, D. E. Saltonstall; Coxswain, E. M. Ford.

ZEPHYR BOAT CLUB.*

The Zephyr Boat Club, of Baltimore, Maryland, was organized October 20, 1865, and reorganized June 20, 1866. During the first term the following officers served: President, Charles H. Richardson; Vice-President, Alexander Hanna; Secretary, Charles H. Reeves; Treasurer, Charlton G. Pentz. The following

* The Zephyr, Undine, Memphis, Palisade, and Ivanhoe Clubs were received too late for insertion in their regular place.

are the officers for 1866: President, Charles K. Cannon; Secretary, Andrew Thompson; Treasurer, Charles H. Richardson; Coxswain, Charlton G. Pentz; Vice-Coxswain, William A. Geocho; General Director, Thomas Roberts; Stroke Oar, William Thompson. Uniform of Club: navy-blue cap and shirt; white pants, in regular navy style. The club occupies a boat-house in connection with the Maryland and Argo Clubs, at Spring Garden, on the Patapsco river. The boats of the Club are the Zephyr, four-oared gunwale barge, twenty-seven feet long, three feet beam, built by George Roahr, of New York; Minnehaha, lapstreak six-oared outrigger barge, forty-eight feet long, and thirty-six in beam. Number of members, active and honorary, about seventy-five.

In the regatta of June, 1866, entered the Zephyr, four oars, against the Ripple, four oars, of Undine Club, and Io, of Ariel Club, also four oars. Two-mile race, with very rough water. Lost the race by thirteen seconds, the Ripple coming in first. In the regatta on 15th of October, 1866, entered the Zephyr, four oars, and Minnehaha, six oars. The Zephyr won the four-oared race, which took place first—the Alpha (formerly the Io), of Ariel Club, coming second. This is including the time to be allowed the Zephyr for the extra number of men in the Alpha, viz. twenty seconds. The Ripple, of Undine Club, and Lurline, of Maryland Club, also took part in this race. The following crew of this club pulled in this regatta: Payson Heinor, coxswain; Andrew Thompson, stroke; Charles Pentz, No. 2; William Henderson, No. 3; John McPherson, No. 4. Zephyr's time, two miles, 18.45. For the second race the Zephyr Club entered the Minnehaha, with a crew that had never pulled together. She came in last.

UNDINE BOAT CLUB.

The Undine Boat Club, of Toledo, Ohio, was organized June 15, 1865. The Club owns two boats, one six-oared, lapstreak,

thirty-five feet long, and four feet wide, called the Veteran. Also one four-oared shell, forty-six feet long, and twenty-four inches wide, called Ydrad. The officers for 1865 were as follows: President, E. H. Norton; Secretary, H. A. Forsyth; Treasurer, Ralph Osborne; Coxswain, S. H. Waring. The Undines have a convenient boat-house, fifty feet long by fifteen feet wide. Uniform: white merino shirt, with blue collar and cuffs, patent leather belt, and black pants. Number of members fifteen active, and one honorary.

The Undine Club has entered in two races, the first in October, 1865, with the Toledo Club, for a set of colors. The Undines rowed their lapstreak, then pulling four oars, against the Toledo's shell. Distance rowed, one and a half miles. The Undine won in 12.37. The second race was rowed October 27, 1866, for the championship of the river, between the Toledo's shell Naiad and the Undine's shell Ydrad. Distance rowed, two and one-fourth miles. Won by the latter in 15.30. Crew of the Ydrad: W. J. Chase (stroke); C. B. Scott, H. A. Forsyth, and J. A. Waite (bow). Coxswain, E. H. Norton. Officers of the Club for 1866: President, E. H. Norton; Treasurer, Ralph Osborne; Secretary, John A. Waite; Coxswain, S. H. Waring.

MEMPHIS BOAT CLUB.

The Memphis Boat Club, of Memphis, Tennessee, was organized August 25, 1866, with the following officers: President, B. A. Shephard; Secretary, James A. Smith, Jr.; Treasurer, H. B. Brown. The Club owns two four-oared barges, built in Memphis, one called the Initiator, and the other the Ivanhoe. The boat-house of the Memphis Club is a portion of the wharf boat of the Atlantic and Mississippi Transportation Company. The uniform of the Club consists of the regular blue flannel suit of the United States naval service. The Club has thirteen active and one honorary member. There are two new Clubs now forming in Memphis, and the boating spirit is rapidly increasing there. The

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members of the Memphis Boat Club, as the pioneer rowing club of their city and section of the country, are entitled to a great deal of commendation for the spirit and perseverance exhibited by them in introducing and rendering popular the noble pastime of which they are devoted followers and exponents.

PALISADE BOAT CLUB.

The Palisade Boat Club, of Yonkers, Westchester County, New York, was organized November 22, 1866, with the following list of officers: President, Henry Amelung; Vice-President, J. G. P. Holden; Secretary, Henry V. Clark; Treasurer, H. F. Brevoort. The Palisade Club owns the fine six-oared shell, formerly called the P. L. Tucker, of New York—a boat which gained many victories on the Charles River course; Boston, at Worcester, New York city, and in other places. In addition to this boat there are others belonging to individual members. The Palisade Club is fortunate in having an excellent and influential body of officers and members; and although a new organization, they are certain to win a prominent position for themselves among the amateur rowing clubs of the State of New York.

IVANHOE BOAT CLUB.

The Ivanhoe Boat Club, of Yonkers, Westchester County, N. Y., was organized on the 21st of September, 1866. The club owns two four-oared boats, and has a neat boat-house, which is located at Glenwood, a short distance above Yonkers, on the Hudson river. The uniform of the Ivanhoe Club consists of blue pants, white shirt, and blue cap. The following are the officers of the Club: President, George Umphray; Vice-President, H. Muller; Secretary, N. W. Pendleton; Treasurer, A. L. Bogart; Coxswain, E. R. Colea.

REGATTAS AND MATCH RACES.

The earliest boat race of which we have any authentic record occurred in the summer of 1811, and was rowed in four-oared boats. The contest was a match race between Long Island and New York city. The Long Islanders were John Chambers, James Rush, Peter Snider, and John Swinburn; Coxswain, William Chambers. Their boat was named the *Invincible*, and she was built by John and William Chambers. The New York crew were William Cracker, John Burt, Thomas Dixon, and Thomas Palmerton; Coxswain, John Palmerton. Their boat was called the *Knickerbocker*, and was built by John Baptist. The course in this race was from Harsimus, New Jersey, to the Battery flagstaff. When this race came off it was blowing almost a gale of wind, and neither boat could hardly live in the sea. The *Knickerbocker* was the best sea-boat, and she won with the greatest ease, the *Invincible* being a long distance astern of her at the termination of the race. The *Knickerbocker* was painted white, with green gunwale, and gilt stripe, and was deposited in Scudder's Museum for many years after her victory. She was subsequently transferred to Barnum's Museum, and was consumed in the conflagration of that building in 1865. With her also perished her colors, upon which were recorded the date, distance, and time of all her races. The next important four-oared race was the contest of the New York and the *American Star*, over a course from Williamsburgh, L. I., to a stake-boat off Castle William, Governor's Island. The *American Star* was rowed by W. McLaughlin, John Chambers, Peter Snider, and John Swinburn. Cox-

REGATTAS AND MATCH RACES.

swain, Cornelius Cole. The oarsmen of the New York were Cornelius Cammeyer, Jacob Van Pelt, Ortey Simonson, and Abraham Braisted. Coxswain, John Palmerton. The New York was the winner. The Star was ahead all the way until near Coenties Slip, when the New York took the lead, and kept it for the balance of the race, which was a close one. The Star was built by Chambers. The New York by John Baptist.

Then followed the grand match between New York and Staten Island. New York was represented by the Whitehall, rowed by Cornelius Cammeyer, Charles Beaty, Richard Robbins, and Alfred Cammeyer. Coxswain, John Magnus. Opposed to them was the Richmond, manned by Abraham Braisted, Jacob Van Pelt, Ortey Simonson, and Jacob Braisted. Coxswain, John Palmer-ton. The course was from Robbins' Reef light to Castle Garden, and the Whitehall won after a severe race, by two boat-lengths. The Richmond was built by Baptist. The Whitehall by W. & E. De La Montagne. All of the above noted races came off in the interval between 1811 and 1823 and '24. We now reach the summer of 1825, at which period the English frigate Hussar visited the port of New York. Her captain was the owner of a London-built four-oared gig, celebrated for its speed, and among the frigate's crew four picked Thames oarsmen were selected to row it. Hearing of the skill and prowess of the Whitehallers, and desirous of testing them, her captain challenged them, which was eagerly accepted. The hour of the race arrived, and thousands gathered to witness it. The course was from the frigate, anchored off Bedloe's Island, up the Hudson to a stake-boat moored off the point at Hoboken, near the present Sybil's Cave, and back to the Battery flagstaff. The starting signal was the firing of a gun from the Hussar. The Whitehall boat was called the American Star, built by John and William Chambers. She was rowed by Cornelius Cammeyer, Alfred Cammeyer, Richard Robbins, and Charles Beaty. Coxswain, John Palmerton. Dress, white guernsey frock, blue handkerchief, and blue pants. The Hussar's boat was named the Certain Death, and her crew rowed in English man-of-war costume. Captain Harris acted as

coxswain. Each boat carried its national colors. The *Star* took the lead before the smoke of the Hussar's gun had curled above her hammock nettings, turned the Hoboken stake-boat several lengths ahead, and came down the Hudson an easy winner, greeted by the enthusiastic plaudits of the thousands who lined the piers, the shipping in the bay, the Battery, and Castle Garden. When the American *Star* passed the flagstaff, the *Certain Death* was off pier Number One. The night after the race the crews of both boats, in their racing costume, appeared upon the Old Park Theatre stage, before an immense audience, who treated them to a perfect ovation.

General Lafayette made his memorable visit to this country in 1824, arriving in New York in the packet-ship *Cadmus*. After an extended tour throughout the United States, being received at all points with heartfelt enthusiasm, he left New York in September, 1825, in the United States frigate *Brandywine*, a new vessel named in compliment to his participation in that battle of our struggle for independence. Previous to Lafayette's departure for *La Belle France*, the *Whitehallers*, in the American *Star*, rowed him and his son, George Washington Lafayette, from Whitehall to Jersey City, to an entertainment at the residence of Colonel Hunt; returning to Whitehall in the afternoon. The American *Star*, upon this occasion, was fitted up beautifully with costly carpets, silver-mounted oars, etc., etc., in honor of her distinguished passengers. The American *Star* was subsequently presented to Lafayette, and was sent to Havre in the *Cadmus*, about two months prior to his departure in the *Brandywine*.

We have thus sketched in brief the career of the celebrated four-oared boat American *Star*—a craft whose creditable victory made as great a sensation for this country's oarsmanship as the America's did for our yachting marine; and whose triumph has rendered the name of Whitehall a household word in American aquatic circles.

With the triumph of the American *Star*, boating matters appeared to culminate, and until 1834 seemed dormant. Then came the great Whitehall and Jersey Blue race, the former pull-

ing two oars against two pair of sculls. The Hookemsnivey, double sculls, won. She was built and rowed by the Seamans, of Jersey City. About this period the Castle Garden Amateur Association was organized, which is referred to elsewhere.

Early in the season of 1838 the Benjamin Shamburgh, of Whitehall, challenged the Independence, of Newark, N. J., to row a five-mile race from Robbins' Reef to Castle Garden, for \$500 a side. It was accepted. The result was a victory for the Shamburgh, which boat was ahead all the way, by four or five lengths. The Independence was rowed by Thomas Youngs, W. Fox, John Earle, and John Youngs. The Shamburgh's oarsmen were Robert Martin, T. McDonald, John Hardestein, and John Jennings. Coxswain, John Palmerton. During this season, the Washington, six oars, of Poughkeepsie, New York, challenged any New York boat to pull a five-mile race for \$1000. This banter was accepted by the Disowned. The boats started from the South Ferry, Brooklyn side. The Disowned won the purse and race with ease. Her crew were Isaac Seaman, William Seaman, Walter Dickson, Cornelius Britton, David Webb, and John Jennings.

The next match race of note was also six-oared, between the Spark and the Disowned, the former having challenged the latter immediately after her victory over the Washington. It was a five-mile contest, for \$1000, and the Spark came off the victor. She was rowed by John Ludlow, Anthony Ludlow, Abraham Ludlow, John Jennings, David Webb, and Henry Barger. Coxswain, Samuel Ludlow. The following oarsmen manned the Disowned: Abraham Post, Leonard Johnson, Cornelius Britton, Edward De Hart, M. Simmons, and Joseph Lewis. The four-oared race in which the Fairy and Brooklyn competed, from off the Battery, was a memorable one. The Brooklyn was rowed by the Brothers Roberts, who then ranked very high as oarsmen. They met, however, with a defeat upon this occasion, as the Fairy won the race. We think the latter boat was rowed by John Jennings, and three of the "Communi-paw boys." Of the four brothers Roberts, Stephen is now the only one living. While

alluding to the latter, we naturally think of his great ten-mile match race with Robert Martin, in 1848. The course was from the Thatched Cottage, Jersey City, around Robbins' Reef, and return. The distance was rowed by Roberts in one hour and twenty-two minutes. Martin was ahead nearly all of the way, but towards its close, Roberts went up to him, and passed him handsomely. This race was rowed in nineteen-foot working-boats cut down.

In August, 1839, a match race for \$500 a side was rowed between the four-oared boats Duane and Samuel J. Willis, starting on the Hudson river, from off Washington Market, and rowing two and a half miles down the bay, and return. The Duane's crew consisted of Leonard Johnson, Edward De Hart, Michael Simmons, and Cornelius Britton. Crew of the Willis, John Ludlow, Abraham Ludlow, Henry Barger, and John Jennings. The Duane distanced the Willis. In the same month, August, 1839, the great four-oared match race between the Benjamin Shamburgh, of Whitehall, and the Shakespeare came off for \$500 a side. It was a straight race from Robbins' Reef light to a stake-boat off Castle Garden. This was one of the best and most exciting races ever pulled in the waters of New York bay. The boats passed and repassed each other three distinct times during the trial, and as they approached the Battery stake-boat, they were nearly bow and bow. The Shakespeare finally won the race and purse by a little more than her length. The Shamburgh was rowed by Robert Martin, Thomas McLaughlin, John Hardestein, and Robert Silvie. Coxswain, John Palmerton. The Shakespeare's crew consisted of John Ludlow, Anthony Ludlow, Henry Barger, and John Jennings. Coxswain, Frank Palmerton. Both boats were built by Shamburgh. Early in November, 1839, the six-oared boats Gulick, of New York, and the Ann, of Peekskill, New York, rowed a match race, from off the Battery, around Bedloe's Island, and back. Won by the Gulick by two hundred yards. In 1840, a regatta was arranged by the proprietor of Colonnade Garden, on Brooklyn Heights. In the six-oared race, the Edwin Forrest, Eagle, and Lafitte

started. The Edwin Forrest won by two hundred and fifty yards, the Eagle coming in second. The four-oared race was won by the John C. Stevens.

The four races between Stephen Roberts and Sidney Dorlon of New York, were important rowing contests, and excited a great deal of attention at the time of their occurrence. In 1837 Stephen Roberts, then champion, challenged any man to row him a race in seventeen-feet working-boats. Sidney Dorlon accepted it, and a match was easily arranged for one hundred dollars a side. The course was from a stake-boat anchored off Castle Garden to a stake-boat off Bedloe's Island, and return. The first race was won by Dorlon. Shortly after Roberts and Dorlon rowed their second match race, on the same course, and for a similar amount. Roberts came off the victor. In 1838 they contended in their third match for two hundred dollars a side, in working-boats cut down. The course was on the Hudson river, starting from off the Elysian Fields, Hoboken. This race was soon decided, as, after rowing some two hundred yards, Dorlon stopped suddenly, caused by the cramps affecting his arms. Roberts won the race and purse without any great effort. Their fourth and last race was rowed also in 1838, for a purse of two hundred dollars a side, over the same course, off the Battery, which was rowed in their races of 1837. Dorlon was ahead in this race nearly all the way, maintaining his advantage throughout. As they approached the home-stake a fleet of boats gathered in front of Dorlon, either by accident or design, which prevented his reaching the home stake-boat. Dorlon finally ran into the six-oared boat Victoria, carrying away her rudder. At a meeting of the judges, subsequent to the race, they decided that Roberts ought to row the race over again, or forfeit the entire purse to Dorlon. After considerable discussion the matter was finally settled by each party drawing his stake-money. Most of the match races which are recorded as being rowed in seventeen-feet and nineteen-feet working-boats were pulled in "cut-downs;" the working-boats cut down to within a few inches of the water's edge, making them resemble the shell-boat of the present day. The first regular shell ever built in the

United States was the Experiment, which was launched on June 4, 1856, in Williamsburgh. She was thirty-seven feet long, two feet eight inches wide, and twelve inches deep. Builder, James McKay, who also introduced iron outriggers. Her first crew consisted of Charles Wetherell, the Sellars Brothers, and William Hinton.

The first regularly organized amateur association of boat-clubs in the United States, was instituted in the city of New York in the summer of 1834, under the title of the "Castle Garden Amateur Boat Club Association." Their boat-houses were at Castle Garden, and their annual regatta course was around Bedloe's Island and back. The members of these clubs were comprised of the first young men of the city, and their annual gala-days attracted the fashion and beauty of the metropolis. Among the prominent Castle Garden Boat Clubs we remember the Wave, Gull, Gazelle, Cleopatra, Pearl, Halcyon, Ariel, Minerva, Gondola, etc.

The Wave Boat Club was for years a general favorite in aquatic circles. The Rollins Brothers, who formed a portion of her crew, enjoyed great reputation as skilful and enduring amateur rowers. For many years in succession she won the first prize in the annual regatta of the Association; and in many a severe contest, fairly and bravely won her reputation as the pet boat of the fleet. It was their custom to have a new boat every season, and to sell the old one. Crolius used to build them; and such was their reputation for speed and model that at one period there were as many as seven or eight boats of the old Wave Club in Mobile, New Orleans, Savannah, and other Southern cities. And it is only fair to add, that a change of owners and places had no unfavorable effect upon their Knickerbocker prestige, for we often had the satisfaction of perusing the record of their victories in distant places. The Gazelle and Gull were popular Castle Garden boats, owned and manned by energetic and athletic young men; and upon regatta days always occupied honorable positions. The Gull was a beautiful blue barge, and for several years came in next to the Wave in the annual regattas.

The Gull was also the first boat that ever rowed to Philadelphia.

The Gazelle was also another fortunate and fast rowing boat. One of the most important regattas of the association came off October 1, 1839, being their fifth annual one. We give the record of it, as the Wave was on this occasion defeated by the Anne, of Peekskill. The entries were: First—four-oared race, for two prizes—Hope, Water Witch, Sleepy Davey; second, six-oared Association race, for three prizes—Gondola, Gazelle, Halcyon, Cleopatra; third, six-oared general race, for three prizes—Kosciusko, Washington, of Poughkeepsie, Anne, Alciope, Wave.

"The first race will start precisely at three o'clock; five minutes previous to which a signal gun will be fired from the Garden for the boats to come into line, and they will start at the third blast of the bugle, row round Bedloe's Island and back to the stake-boats off the Garden, going by the northern and returning by the southern side of the island. The second race to start at four o'clock, and the third race at 4.45."

The Water Witch came in first in the four-oared race. The next was the Association race for six-oared boats. It was well contested by the Gondola, Gazelle, Halcyon, and Cleopatra, until off Bedloe's Island, when the Halcyon gave in. The struggle was then between the three others. The Gazelle reached the stake-boats off the Garden first, and about one hundred yards ahead of the Gondola, which came in second, and the Cleopatra third and last; time, thirty minutes. In the third, for three prizes, five boats were entered, but only three started, the Wave of New York, Anne of Peekskill, and the Kosciusko. Every inch of the way was well contested, but the Peekskill boat came in about four boats' lengths ahead; time, twenty-six minutes fifty-four seconds. The prizes were given by the judges to the coxswain of each boat; to the Anne, a pair of silver pitchers; to the Wave, a handsome pair of silver goblets; to the Gazelle, a prize-boat built by Crolius; to the Gondola, a pair of silver goblets; to the Kosciusko and Cleopatra, a pair of silver cups each.

The Castle Garden Association continued their regattas until 1842, with one or two omissions during the interval. The regatta off Castle Garden, July 4, 1842, was the last one in which any of

the Association boats participated. The first race was for a silver-chased and wrought goblet, valued at twenty-eight dollars, to be rowed by sculls. The following boats started :—Killdeer, entered by Mr. John Roach ; Fox, entered by Mr. Baker ; Wash, entered by Mr. Roberts. At starting Killdeer took the lead, closely followed by Fox ; after turning the station-boat, anchored off Ellis's Island, the Fox took the lead, which she kept to the end, winning by some hundred yards. The second race was for a silver-wrought goblet and salver to match, worth fifty-two dollars, to be run for by four-oared giga. Two boats started, viz. the Atlantic, entered by Mr. Baker ; the Experiment, entered by Mr. Martin. Both boats were elegantly pulled, and rounded the station-boat in eight minutes and a half, and arrived at the flag-boat, immediately in the rear of the Garden, in twenty minutes, the Atlantic winning by a few yards. The third race, for a wrought and chased silver pitcher, value one hundred and fifty-five dollars, to be run for by six-oared boats. Three started, viz. the Gazelle, entered by Mr. Dunderdell ; the Eagle, entered by Mr. P. Healy ; the Galatea, entered by Capt. Robinson of Newburgh. At starting the Gazelle and Eagle ran foul of each other, giving the Galatea a great lead, which she fully sustained throughout the race, winning in nineteen minutes ; the Eagle came in second.

In the Newburgh regatta of June 27, 1837, the following six-oared boats started in the six-oared race :—Gazelle, scarlet boat, red and white dress, of New York ; Highland Wave, black boat, white dress, of Newburgh ; Gull, blue boat, blue and white dress, sennit hat, of New York ; Wave, black boat, gilt stripe, blue and white caps, of New York ; Halcyon, green boat, green and white dress, of New York ; Pearl, white boat, with gilt stripe, dress blue and white check, of New York ; Minerva, straw-color boat, red stripe, dress blue and white, of New York ; Corsair, black boat, green and white dress and caps, of Newburgh. The Wave came in first, the Gull second, the Corsair third, the Highland Wave fourth, followed by the Halcyon, Minerva, Pearl, and Gazelle, in the order named. The Washington, of Poughkeepsie, although not entered, started with them and came in ahead, but did not

turn the lower stake-boat. The prizes were three handsome sets of silk colors, presented by the ladies of Newburgh.

At the time the Castle Garden Amateur Boat Club Association existed, there was another fleet styled the Independent Boat Club Association. The latter differed from the Castle Garden Club in many respects; the rules were less stringent, they were out oftener, and apparently enjoyed themselves more; but they never experienced the harmony and unity of the first-named association. Nevertheless, they had beautiful boat-houses and equipments, and their boats were manned by as good boys as ever tugged at the oar. All lovers of the olden-time club-boats will remember the Disowned, Wizard Skiff, Lafitte, Massaniello, Vivid, Spark, Metamora, Triton, and D. D. Tompkins, all well known favorites; also, such beautiful specimens as the Sylph, Erie, Duane, Eagle, Thomas Jefferson, Fairy, Washington, Brooklyn, and Edwin Forrest. One of the finest and most exciting regattas of the Independents came off at the Brookhall Mansion House, on the North river, at the foot of Forty-second street. It is many years since this well contested race (the summer of 1838), but all who enjoyed the spectacle will remember the closeness of the struggle between the six-oared boats, the Gondola winning by leading the Erie some ten feet, while the Sylph and Triton were close together behind them. The four-oared race was equally well contested, the Red Rover and Whitehall not being a boat's length apart. This, in a distance of four miles, was cutting out the work pretty close.

We will now return to the old-fashioned Newburgh regattas, as in their rehearsal the olden-time oarsmen and boats constantly reappear. In the regatta for 1839, the following boats were entered. We have no record of the result, but publish the list of entries and the prizes as a matter of interest:

Washington, Poughkeepsie Club; Scylla, Galatea, Corsair, Newburgh Club; Lafitte, Cold Spring Club; Wave, Gazelle, Ariel, Castle Garden Amateur Association, New York; Edwin Forrest, Spark, Daniel D. Tompkins, Independent Boat Club Association.

The prizes for six-oared boats were a splendid silver vase cup, valued at \$225; the second prize, for the second best boat, a silver cup, valued at \$75; for four-oared boats, a silver vase cup, valued at \$150; for boats rowed with two pair of sculls, a silver cup, valued at \$75.

In 1840 the regatta was omitted. In 1841 the regatta consisted of a six-oared and a four-oared race. There were eight entries of six-oared barges for the prizes of \$125, \$85, \$55, and \$35, viz. Washington, Poughkeepsie; Anne, Peekskill; New Jersey, Jersey City; Galatea, Newburgh; Dutchess, Hyde Park; Eagle, New York; Spark, New York; Scylla, Newburgh.

The distance rowed was two miles and repeat. The Hyde Park boat Dutchess came in ahead, closely followed by the Spark; and, according to the rule, these two boats then contended for the two first prizes, which terminated in favor of the Dutchess. Time: 17.23, 16.11; Spark taking the second purse. The Galatea and Scylla, in like manner, contended for the third and fourth prize, the former winning the third.

The next race was for four-oared barges, ten entries, as follows: Gondola, Newburgh; John C. Stevens, New York; Tempest, New York; Ione, Newburgh; Thomas Jefferson, New York; Duane, New York; Water Witch, New York; Anne, Peekskill; Virago, New Paltz; Atlantic, New York. This was won by the New York boat Thomas Jefferson, the Duane coming in second. In the second trial the Jefferson again came in ahead. Then followed a contest between the Ione and Water Witch and the Stevens and Gondola.

The annual regatta of August 31, 1842, was one of the finest that had ever taken place at that period in Newburgh bay. The four stake-boats were placed in diamond form, and the distance to be rowed was three miles and a quarter.

First Race.—This was for the Newburgh Amateur Association purse of \$235, to be contended for by six-oared boats, and distributed as follows: first prize, \$125; second, \$80; third, \$30. The New Jersey was the favorite at the start, the signal for which was given at twenty-six minutes past one o'clock. The New Jer-

sey and Galatea took the lead and kept it the whole distance, coming in in the following order: New Jersey, 20.35; Galatea, 20.44; Dutchess, 21.10; Eagle, 22.00. The New Jersey was declared the winner of the first heat, and in the second, which followed in fifteen minutes, she took the lead and kept it, winning the heat by about three lengths. The time of this heat was: New Jersey, 21.58; Galatea, 22.08. The New Jersey was therefore declared winner of the first prize of \$125, and the Galatea the second, of \$80. They were manned as follows: New Jersey, built by Seaman, and manned by J. Seaman, M. Simmons, C. Britton, A. Post, L. Johnson, George Anderson; and A. Seaman, coxswain. Galatea, of Newburgh, built by Benjamin Shamburgh, of New York, and manned by John Baird, Martin Lyon, Archibald Darling, Abraham Bowen, William Doherty, William Hawkins; and F. Girard, coxswain. The Eagle and Dutchess then started again for the third prize. The former took the lead, kept it, and won the heat, in the following order: New Jersey, 22.00; Dutchess, 22.15. The latter having come in third in the first heat of the race, the boats were ordered to start again, but the Dutchess refused to go, and the Eagle was declared the winner of the third prize of \$30. These boats were manned as follows: Eagle, of New York, built by Benjamin Shamburgh, and manned by John Varick, John Platt, James Even, H. Scott, F. Dobb; T. Jones, coxswain. Dutchess, of Hyde Park, built by Crolius, and manned by James H. Elting, A. Bloomer, C. Polhamus, R. Perkin, N. Woolsey, William Polhamus; and William Wedell, coxswain.

Second Race.—This was for the village purse, for four-oared boats, to be distributed as follows: First prize, \$100; second, \$60; third, \$25. The following boats presented themselves in line at the firing of the signal, and in the order here entered: Duane, Fashion, George Washington (a new boat), J. G. Clinton, the Ione, Morgan S. Farnham, Henry Robinson, and Passaic. The Washington was the favorite, and won the heat with ease, the boats coming in as follows: Washington, 23.19; Duane, 23.32; Robinson, 23.38; Farnham, 24.00; J. G. Clinton, 25.00.

The Ione, Fashion, and Passaic gave out, and the Washington was declared the winner of the first prize. According to the rules, the Clinton being the fifth boat, was distanced. The Washington and Duane soon started again for the winner of the first prize, and the Robinson and Farnham were called in a few moments to row for the third. The four boats thus contending in different races at one time, created great interest among the spectators. The Washington beat the Duane with apparent ease; and, one of the Robinson's men giving out, the Farnham won the heat. The Washington was the winner of the first prize of \$100; the Duane of the second, \$60; and, as the Robinson refused to start for the third heat, the Farnham was declared the winner of the third prize of \$25. The time was as follows: Washington, 27.27; Duane, 29.51; Farnham, 24.42; Robinson, 26.16. The boats were manned as follows: George Washington, of New York (new), built by John Letts, and manned by John Ludlow, James Ludlow, Anthony Ludlow, Henry Taylor; and Samuel Palmerton, coxswain. Duane, of Jersey City, built by Seaman, and manned by C. Britton, M. Simmons, S. Anderson, S. Johnson; and A. Seaman, coxswain. Morgan S. Farnham, of Newburgh, built by Chambers, manned by R. S. Hunt, John Stewart, William McTurk, N. H. Hawkins; and J. R. Sayres, coxswain. Henry Robinson, of Newburgh, manned by James Mozier, John Mozier, John Ward, Charles F. June; and George June, coxswain.

Third Race.—This was for the New Windsor purse of \$50, by sculls, the first prize of \$35, the second \$15, and the following boats started: The Crolius and Hookemsnivey, the Josephine, of Newburgh, and Modern Maid and Dew Drop, of Fishkill, although entered, did not present themselves. The heat was rowed in the following time: Crolius, 28.42; Hookemsnivey, 29.13. After a lapse of fifteen minutes they started again, but the Crolius won the heat with ease, and won the prize of \$35. The Hookemsnivey won the second, \$15. The Crolius, of New York, built by Crolius, and manned by T. and J. Teneyke. Hookemsnivey, of New Jersey, built by Seaman, and manned by J. Seaman and William Post.

The regattas of later years at Newburgh, will be found in our regular summary.

The city of Poughkeepsie was, in the days of which we are writing, as well as in modern times, celebrated for its good oarsmen and regattas. The old Washington, six-oared, was a very successful boat, and won the first prize in most of the regattas in which she entered. In the middle of August, 1837, a regatta came off at Poughkeepsie between the following six-oared boats, viz. Robert Bache, of Brooklyn; Gondola, of New York; Washington, of Poughkeepsie; Sylph, of New York; Bachelor, of Fishkill Landing; Erie, of New York. The discharge of cannon was the signal for departure; and for the first quarter of a mile the Erie took the lead, with the Washington, Robert Bache, and Gondola, close astern; but the Washington soon shot ahead some rods, while the three other boats named kept in company the whole distance. The Bachelor was unfortunately cut off from the rest by a steamboat, which crossed the line of the race, and consequently did not proceed to the turning-stake. When the four leading boats turned the upper stake-boat the Washington was far ahead, and she reached the judges, boat two hundred yards in advance, winning the first prize of \$200.

In September, 1839, a six-oared race came off on the Harlem river, between the Washington, of Poughkeepsie, the Victoria, the Edwin Forrest, and Daniel D. Tompkins—the three last of New York. The Washington led, then came the Forrest, Tompkins, and Victoria. The last apparently gained, but on rounding the stake-boat at Morrisania Point she lost. Soon after, on the straight course for Macomb's Dam, the next stake, she passed the Forrest; rounding the stake, the Forrest came up alongside of her. The Victoria, which seemed decidedly the fastest boat, had her bows crossed several times by the Forrest, and came out ten feet behind her. The second prize was awarded to the Victoria, the first being given to the Washington, which was at least two hundred yards ahead of all the other boats. Her time was 27.15; distance, four and a half miles.

Shortly after the above race, a regatta came off in Poughkeep-

sie. There were two races—one for six-oared boats, and the other for four-oared boats. The six-oared race was between the Washington, of Poughkeepsie (the boat that won easily at Harlem), and the Daniel D. Tompkins (the boat that was distanced at the same place). At Poughkeepsie the result was reversed, for the D. D. Tompkins came in a quarter of a mile ahead. The prize was a club-boat, worth \$300. The New Jersey, of Jersey City, was there, but not permitted to contend for the prize, as her crew were not a regularly organized club. She rowed, however, and came in only a few lengths astern of the Daniel D. Tompkins. The distance was five miles.

The second race was for a boat valued at \$225. The Duane, Moselle, Lafayette, S. J. Willis, and Shakespeare, were entered. The prize was won by the Duane, of New York, which came in a few lengths ahead of the other boats.

In October, 1842, at the regatta of the American Institute Fair, at Castle Garden, a good race came off between the four-oared boats George Washington, built by John Letts, and the G. W. Chapman, built by Ingersoll. The Chapman, rowed by the Brothers Roberts, won in good style, although the Washington was "booked to win," as the favorite.

THOMAS JEFFERSON vs. DUANE.—On Friday, October 2, 1846, the four-oared boats Thomas Jefferson and Duane, rowed a match race for a prize of a silver goblet, manufactured by Tiffany & Co. The course was on the Hudson from a stake-boat moored off the dock at Bull's Ferry, New Jersey, down the river to Day's Point, and return. Both boats were rowed by amateur crews. The Thomas Jefferson was built by John Letts, and was rowed by James Rapp, stroke; Oliver Collins, William E. Pine, and Charles A. Peverelly, bow; coxswain, H. Wheeler. Boat white, with blue and gold stripe. Costume: white pants, white shirt, white and blue caps. Duane, built by the Seaman Brothers. Rowed by M. F. Lane, stroke; H. Lane, Isaac Lent, E. Webber, bow; coxswain, W. Mills. Boat scarlet, with gold stripe. Costume: blue pants, white shirts, red and white caps. At the signal the Thomas Jefferson went off with a slight lead, but it

was a close race to the lower stake, there being at no time more than two lengths difference in the positions of the boats, and at times they were nearly bow and bow. The Jefferson finally won by three lengths. Colonel Biddle presented the prize, which was received for the Jefferson by C. A. Peverelly. The steamboat Boston, well filled with ladies and gentlemen, and with Dodworth's band on board, made an excursion from New York to attend the race.

GENERAL SUMMARY.

1850—May.—Boats Old Commodore, of the Battery, and Bevins, of Whitehall; single-scutt seventeen-foot boats, from Robbins' Reef Light to Battery. Won by the Commodore.

1850—May.—M. Conkling and James Lee, in seventeen-foot working-boats, from the Battery around Ellis's Island and back, for \$200. Lee won by two hundred yards.

1850—August 13.—Match-race for \$200, between the Thomas Jefferson and George Washington; purse \$200. Crew of Washington: E. Wheaton, M. Logue, J. J. Eckerson, C. Palmer; coxswain, J. Green. Crew of Jefferson: L. Austin, S. McKay, W. Oakford, O. Rankin; coxswain, J. Sherrot. Elysian Fields Course. Jefferson won by one hundred yards.

October 5.—Single-scutt Regatta off Castle Garden. Contestants: Decker, Thomas, Lee, and Burns. Lee won. During 1851 and 1852 the principal rowing contests were the races between Thomas and Lee, and Lee and Decker; which are recorded more fully in the sketch of Lee's rowing career in another portion of this work.

1852—August 4.—First College Race, Lake Winnipiseogee, N. H. First prize, pair black-walnut oars and silver plate; second prize, silver-mounted boat-hook. Distance, two miles. Boat Oneida, eight oars, rowed by Harvard students, first prize; boat Shawmut, eight oars, rowed by Yale students, second prize; boat Undine, eight oars, rowed by Yale students.

1854—July 4.—First regatta given by the Boston city authorities. Charles River Course. Two races, for single sculls and six and eight-oared boats. Prizes: silver cup, worth \$75, and silk standard, worth \$25, for first race; silver goblet, \$100, and silver cup, \$50, for second race. Allowance fifteen seconds an oar. Topsey, dory, W. D. W. Allan; two miles; time, 30.55, first prize; Pirate, dory, A. Buffington; time, 31.00; second prize. John Brown, dory (Swamscott); time, 32.00. T. F. Meagher, eight oars (Boston); six miles; time, 42.05; first prize. Stranger, six oars (Boston); time, 46.45; second prize. General Sarsfield, eight oars (Boston); time, 46.30; Star, four oars (Boston); time, 49.55.

1855—July 4.—Boston City Regatta. Charles river. Four races. Two-oared boats, dories, professional oarsmen, and amateurs. Prizes: silver-tipped oars, silver cups, pitchers, etc. First race, single sculls; distance, three miles. Battery Pet, single scull, J. Wessell, New York; time, 32.03; first prize. American Boy, single scull, J. Covell, New York; time, 35.37½; second prize. G. D. Westervelt, dory, W. Decker, New York; time, 31.05; first prize. Margaret Emma, dory W. Quigley, New York; time, 31.05; ruled out. Bella, dory, Tom Daily; time, 31.39; second prize. John Brown, dory, (Swamscott); time, 33.06. Second race, for four-oared boats. The following boats, both of New York, started; distance six miles: the J. D. R. Putman won in 51.09; the Joseph Delmonico came in second, in 51.58. The Neptune, of St. John, N. B., did not start. Fourth race (amateurs), six miles. Maid of Erin, eight oars, R. McCarthy, etc.; time, 46.34½; first prize. Ariel, six oars, J. McCormick, etc.; time, 47.57; second prize. Stranger, six oars, G. Buckley, etc.; time, 50.32. Flying Cloud, six oars, P. Driscoll, etc.; time, 50.57. General Sarsfield, eight oars, J. Talland, etc.; time, 51.35. Star, four oars, J. H. Wells, etc.; time, 54.45.

July 5.—J. D. R. Putman, of New York, vs. Neptune, of St. John, N. B.; Charles River Course, for \$300 a side. Crew of Putman: P. Lynch, S. Roberts, J. Mathieson, H. Larson; coxswain, George C. Newman. Crew of Neptune: E. Welsh, John

Morris, E. Macauley, John Lambert. Distance, six miles. Won by the Neptune, in 47.35; Putman, 51.50.

1855—July 18.—Charles River Course, Boston. Match for \$1,000. Maid of Erin, eight oars, Boston Club; distance, nine miles; time, one hour ten minutes. T. F. Meagher, eight oars, Boston Club; distanced.

August 19.—Five-mile race off Fort Hamilton, N. Y. Nineteen feet working-boats. Competitors: Decker, Hayes, Collins, Daw, and Burns. Won by Burns; Decker second, Daw third.

1855—September 13.—Charles River Course, Boston. Match-race between St. John, N. B., and Boston, for \$2,000. Twelve miles. Superior: no coxswain; Edward Welch, John Morris, Dennis Morris, John Mulhearn, Patrick Cashley, John Coyle, James Lilley, John Lambert. Maid of Erin: Richard McCarty, coxswain; John McCarty, Andrew Murray, James Murray, John Murray, Richard Barry, Michael Driscoll, Eugene O'Neil. At half-past one, precisely, the boats started. The Superior commenced to lead the Maid of Erin from the start; and, before three miles had been accomplished, the St. John men were one-eighth of a mile in advance of their competitors. But as the distance to be rowed was twelve miles, the Maid of Erin continued the struggle, in the hope of making up their loss in the latter part of the race. But the Superior continued to gain, until the Maid of Erin, on the last three miles, finding herself distanced, gave up the contest. The following is the time made by both boats: Superior, first three miles, 21.00; second three miles, 23.00; third three miles, 24.30; fourth three miles, 26.00; total, twelve miles, in one hour thirty-four minutes and thirty-four seconds. Maid of Erin: first three miles, 22.00; second three miles, 24.30; third three miles, 26.30; fourth three miles, withdrawn.

October 13.—Charles River Amateur Association, Charles river. Prizes: gold medal and silver goblet. Allowance: fifteen seconds to the oar. Volant, six oars, H. Tappan, etc.; distance, three miles; time, 22.56½; medal. Triton, four oars, Triton Club; time, 26.52; goblet. Young America, four oars, Young

America Club; time, 27.01. Union, four oars, Union Club; time, 28.10. Bonita, dory, R. M. Pratt; distance, three miles; time, 31.55; goblet. Spray, dory, A. Whitman, Jr.; time, 33.01. Bella, dory, J. S. Braman; time, 34.50.

October 27.—Charles River Amateur Association Regatta, Charles river. Prizes: silver pitchers, worth \$90 and \$60. Volant, six oars, Volant Club; distance, three miles; time, 25.03; first prize. Union, six oars, Union Club; time, 26.46; second prize. Young America, four oars, Young America Club; distance, three miles; time, 28.55.

1855—November 26.—Roberts *vs.* Fay, Harlem river, five miles, for a purse of \$100 a side. Fay won.

1855—December 18.—Roberts *vs.* Fay for \$100. Harlem river, five miles. Won by Fay in 44.20.

1856.—June 3.—P. Collins *vs.* Thomas Daw, off the Battery, New York, for one hundred dollars. Daw won; time, thirty-four minutes forty-three seconds.

1856.—June 23.—Third Charles River Amateur Regatta, Charles river. Prizes, for club boats, champion medal and a silver goblet; for wherries, silver cup. Allowance, fifteen seconds to the oar. Volant, six oars, Volant Club; three miles; time, 22.33; prize medal. Ariadne, four oars, Union Club; time, 23.21; prize, goblet. Olympia, six oars, Olympia Club; time, 25.27. Fancy, wherry, A. Whitman, Jr., two miles, 17.03.; prize, cup. S. Roberts, wherry, R. F. Clark, time, 17.11. J. D. Baldwin, wherry, P. H. Colbert; time, 19.06. Topsey, wherry, A. Webster, time, 21.00.

July 4.—City Regatta. Prizes, for single wherries, silver goblet, worth \$50, and silk standard worth \$25. Four-oared boats, silver trumpet, \$125, and goblet, \$50. Six and four-oared boats, silver pitcher, \$100, and goblet, \$50. Allowance, twenty seconds per oar. Brooklyn Boy, wherry, T. Daw; two miles; time 14.57; prize, goblet. S. Roberts, wherry, T. Daly; time, 15.06; prize, standard. Charles River, wherry, S. Roberts; time, 15.58. Fancy, wherry, Stone; time, 16.05. J. D. Baldwin, wherry, W. Patchell: time, 16.10. Merrimac, wherry, E.

Perkins; time, 16.12. Snowdrop, wherry, M. Short; time, 19.00. Experiment, —, McArdie; time, 19.12. Triton, 4 oars (Boston); three miles; time, 21.51; prize, trumpet. News-boy, four oars (Boston); time, 22.02; prize, goblet. Robert Emmett, six oars, H. Monaghan, etc.; three miles; time, 21.33; prize, pitcher. Harvard, eight oars; Parkman, etc.; time, 21.08; prize, goblet. Washington, eight oars; time, 21.38. Undaunted, six oars; time, 23.28. Olympia, six oars, Olympia Club; time, 25.06.

July 4.—Newburgh Regatta. First race, four-oared boats; W. H. Torboss, of New York, won; Swatzel, second; Whitehall, third; prizes were, \$100, \$75, \$25. Torboss was rowed by P. Lynch, J. Mathieson, W. Wood, H. Burns. Second race, double sculls, won by Denicke and Ferguson, of Peekskill; Decker and Collins, of New York, second. Third race, single sculls, was won by the Gale, of Newburgh.

Aug. 11.—Hugh Burns *vs.* Thomas Daw, for a purse of \$200, from Red Hook Point to Robbins' Reef Light and back; distance eight miles; twenty-foot shells; won by Daw in 54 minutes, one and a half lengths ahead.

August 21.—Charles River Course. Robert Emmett *vs.* Unknown, six oars; match race for \$300 a side; six miles; Emmett won in 63.30; Unknown, fifty feet astern.

September 20.—Charles river, Boston. Match race; New York *vs.* St. John, N. B. James McKay, shell, forty-two feet long, of New York, rowed by S. Roberts, C. Wetherell, W. Sellers, T. Daw; coxswain, Joseph Elliott, Jr. Neptune, of St. John, N. B., thirty-five feet lapstreak; crew: Edward Welch, J. Morris, D. Morris, J. Lambert; no coxswain. For a purse of \$2,000; distance six miles; won by St. John in 42.14; New York 32 seconds later.

1857.—May 16.—Charles river, Boston. Volant, of Volant Boat Club, of Boston, six oars, and the Huron, of Harvard, six oars; distance, three miles; Volant's time, 21.00; Huron's time, 21.38.

June 13.—Beacon Cup Regatta. Charles river. Allowance,

fifteen seconds to the oar. Union, six oars, Union Boat Club; three miles; time, 21.21; prize, cup. Harvard, of Harvard College, eight oars, Harvard Union Club; time, 20.20½. Urania, six oars, Urania Club; time, 23.00. Camilla, six oars, Students; time, 23.17. Sabrina, six oars, Students; 23.24.

July 4.—Newburgh Regatta. Four-oared boats were the Experiment and Alida, of New York, and the B. B. Odell, Frank S. Wood, of Newburgh, and the Ripple of Haverstraw. First prize, \$100, won by the Experiment; the Frank G. Wood won the second prize. Double-scutt race was won by the D. Brophy, of New York; the J. C. Gazlay, of Newburgh, came in second. Third race, single-scutt boats, won by T. Daw; the Gale, of Newburgh, came in second. Fourth race, double-scutt Newburgh boats, won by the Fanny Fern.

September 16.—Staten Island Regatta. First race, nineteen-foot working-boats, double sculls: Henry Carr, rowed by James Lee and Fay; Activity, by J. Burke and P. Collins; Ida Burns, by J. Martin and L. Jennings. The Henry Carr won the race. Second race, seventeen-foot working-boats, double sculls. Three boats started. Won by the Captain Brophy, rowed by Richard Sevels and David Dillon. Third race, nineteen-foot working-boats, single scull; won by H. Burns in the Ida Burns.

1857—September 19.—Pittsburgh, Pa. Putman *vs.* James Barclay. Four-oared outriggers. Time: Putman, 21.35; Barclay, 22.00.

1857.—October 27.—Chicago, Ill., Lady Putman, four oars, *vs.* Phantom, six oars; \$200 and champion flag. Allowance, twenty seconds per oar. Distance, four miles; won by the Lady Putman in 30.07.

October 28.—Thomas Daw of New York *vs.* William Glenn, of Philadelphia; \$500 a side; five miles; on the Delaware river, Philadelphia; Daw winning in 43.06.

October 29.—Experiment *vs.* R. H. Allaire; four-oared boats; for \$200 a side, on Harlem river; five miles. The Allaire won by one half length in 35.15, but came in on the wrong side of the judges' boat. The referee decided the race a draw.

1858—June 19.—Second Beacon Regatta, Charles river. Prizes: wherries, \$25; six oars, \$75.

Black Bird, wherry, R. F. Clark; two miles; time, 14.54; prize, \$25. D. E. Poland, wherry, T. Doyle; time, 15.17. Boston, wherry, J. Stevens; time, 16.33. Eastern, wherry, E. Harrington; time, 16.38. Harvard, six oars, A. E. Agassiz, etc.; three miles; time, 19.22; prize, \$75. Fort Hill Boy, six oars, J. Murray, etc.; time, 21.20. Robert Emmett, six oars, H. Monahan, etc.; time, 21.21. Shamrock, six oars, J. Wood, etc.; time, 21.50. Stirling, six oars, H. Sullivan, etc.; time, 22.06. Bunker Hill, six oars, Saverty, etc.; time, 23.00.

1858—July.—Pittsburgh, Pa. Pike *vs.* David Holmes. Four-oared outriggers. Time: Pike, 21.50; Holmes, 22.18. The Holmes was formerly the James McKay, of New York.

July.—Pittsburgh, Pa. M. F. Cassiday *vs.* David Holmes. Four-oared outriggers. Time: Cassiday, 21.56; Holmes, —. Claimed a foul, and decided a drawn race. Three miles.

July 5.—Young Men's Democratic Club Regatta; Charles river; three races. Prizes: wherries, \$25 and \$15; four oars, \$50 and \$25; six and eight oars, \$100 and \$50. Allowance, thirty seconds to the oar. Eastern, wherry, T. Doyle; two miles; time, 15.29; prize, \$25. Conchshell, wherry, P. H. Colbert; time, 15.45; prize, \$15. Red Michael, four oars, H. Monahan; three miles; time, 22.09; prize, \$50. Pride of Boston, four oars, E. O'Brien, etc.; time, 23.00; prize, \$25. Harvard, six oars, Crowninshield, etc.; six miles; time, 40.25; prize, \$100. Fort Hill Boy, six oars, Murrays, etc.; time, 41.44; prize, \$50. Lexington, six oars, O'Hearns, etc.; time, 42.30. Stirling, six oars, J. Martin, etc.; time, 43.04.

July 5.—Newburgh Regatta; four-oared race. Experiment, Dan Bryant, and the Frank G. Wood. First prize, won by the Wood, \$100; Bryant second, \$25. Second race was between fishing skiffs (four boats entered), won by the Sarvis Brothers of Newburgh. Third race, double sculla, won by the J. C. Gazlay of Newburgh. Fourth race, single sculla, won by John Hancon; Dillon, of New York, second.

July 15.—Lynch *vs.* Daw, for a purse of \$100, on the Hudson river, off Fort Washington; five miles; won by Daw in 33.30; Lynch, 34.40.

August.—Pittsburgh, Pa. Peerless *vs.* Petrel. Four oars. Time: Peerless, 22.12; Petrel, 23.12. Three miles.

August 5.—David Dillon *vs.* Henry Osborne, for \$100, at Hoboken; distance, five miles; won by Dillon.

August 7.—Pittsburgh, Pa. W. H. Darling *vs.* Putman. Four-oared outriggers. Time: Darling, 22.45; Putman, 23.04. Three miles. Pulled by amateur crews.

August 9.—Staten Island Regatta. First race, double-sculls, won by the J. C. Gazlay of Newburgh, the Extra winning the second prize. Second race, single sculls, won by Fay; second, Hancon; third, Daw; fourth, Burns. Third race, four-oared boats, Dan Bryant, Experiment, Frank Wood of Newburgh, and the George J. Brown. First prize, \$150, won by the Dan Bryant; second, \$25, George J. Brown.

August 27.—Springfield Regatta; four races. Prizes: four oars, \$100 and \$50; six oars, \$100 and \$50; wherries, \$50 and \$25; sweepstakes, \$150. F. G. Wood, four oars (Newburgh); three miles; time, 22.00; prize, \$100. Dan Bryant, four oars (New York); time, 23.30; prize, \$50. Bonita, four oars (New London); time, 24.00. Pride of Boston, four oars (Boston); time, 24.10. Fort Hill Boy, six oars (Boston); three miles; time, 21.00; prize, \$100. Bonita, six oars (New London); time, 21.45; prize, \$50. Una, six oars (Hartford); time, 22.05. T. H. Seymour, wherry, Andrew Fay (New York); two miles; time, 16.10; prize, \$50. Rappahannock, wherry, H. Burns (New York); time, 16.45; prize, \$25. Chittabob, wherry, T. H. Dailey; time, 16.47. Eastern, wherry, E. Harrington; time, 17.30. Experiment, four oars, (New York); three miles; time, 21.30; prize, \$150. Winona, six oars (Springfield); time, 22.50. Hornet, four oars (New York); time, 24.25.

October 15.—Joshua Ward *vs.* John Hancon, at Newburgh. Ward's first single-scutt match. Distance, two miles; won by Ward by two lengths. Time, 16.07.

October 15.—Shakespeare Rowing Club of Toronto vs. Metropolitan Rowing Club of Chicago, Ill., four-oared boats, Chicago. Distance, five miles; for \$1,000. Won by the Toronto boat "As You Like It" in 42.00; the "Perhaps," the Chicago boat, being a long distance astern.

October 25.—Pittsburgh, Pa. M. F. Cassiday vs. Isaac Gullett. Four-oared outriggers. Time: Gullett, 20.54; Cassiday, 21.09. Three miles.

November 8.—Pittsburgh, Pa. Josephine vs. Putman. Four-oared outriggers. Time: Josephine, 21.09; Putman, 21.17. Three miles.

1859—June 17.—First Bunker Hill Regatta, Charlestown, Mass.; three races. Prizes: single wherries, \$20 and \$10; four oars, \$30 and \$20; six oars, \$50 and \$30. L'Esperance, wherry, R. F. Clark; two miles; time, 17.20; prize, \$20. Horace Jenkins, wherry, Thomas Doyle; time, 17.23; prize, \$10. James Riley, four oars, N. K. Mahoney; two miles; time, 15.58; prize, \$30. Quickstep, four oars, J. Henly, etc.; time, 16.22; prize, \$20. Mystic, four oars, D. G. Quirk, etc.; time, 17.05. Eunomia, four oars, H. L. Dunn, etc.; time, 17.05½. Grace Darling, six oars, T. Vallely, etc.; two miles; time, 15.11; prize, \$50. Juniata, six oars (Harvard College); time, 15.19; prize, \$30.

June 22.—Third Beacon Regatta, Charles river; three races. Prizes: single sculls, \$50; double sculls, \$50; six or four oars, \$100. Allowance, eleven seconds an oar. L'Esperance, single scull, R. F. Clark; two miles; time, 13.52; prize, \$50. H. Jenkins, single scull, Thomas Doyle; time, 14.42½. Lottie, single scull, E. Harrington; time, 15.50. Novice, double scull, Brackett and Carpenter; two miles; time, 14.31; prize, \$50. Aurora, double scull, Daley and Colbert; time, 14.40. Harvard, six oars, Students; three miles; time, 19.11½; prize, \$100. Leader, four oars (New York); time, 20.34½.

July 4.—Newburgh Regatta; four-oared race, for prizes of \$125 and \$50. Distance, five miles. The entries were the Frank G. Wood and John D. Kelly of Newburgh, and the Dan Bryant and Geo. J. Brown of New York. The Wood won the first

prize, in 39.00, the Bryant the second, the Brown came in third, the Kelly withdrew. The race for double-scutt fishing-boats was won by the Dreadnought of Poughkeepsie. The single-scutt race was won by John Hancon in the Thomas Grover.

July 4.—Boston City Regatta, Charles river; four races. Prizes: shell wherries, \$50 and \$20; lapstreaks, same; double-scutt lapstreaks, same; four oars, \$75 and \$40; six-oared lapstreaks, same. L'Esperance, single-scutt shell, R. F. Clark; two miles; time, 14.53; prize, \$50. Horace Jenkins, single-scutt shell, T. Doyle; time, 15.04; prize, \$20. Olivia, single-scutt lapstreak, R. M. Pratt; time, 15.29; prize, \$50; Zouave, single-scutt lapstreak, T. Daley; time, 16.11½; prize, \$20. Autocrat, single-scutt lapstreak, M. F. Wells; time, 16.23. E. K. G., double-scutt lapstreak, Daley and Colbert; two miles; time, 14.49; prize, \$50. Novice, double-scutt lapstreak, Brackett and Carpenter; time, 14.59; prize, \$20. Spark, double-scutt lapstreak, Stevens and Fox; time, 15.30½. Dash, double-scutt lapstreak, Gifford and Foster; time, 17.28½. Tiger, four oars, Monaghan, etc.; three miles; time, 20.53½; prize, \$75. Quickstep, four oars, J. Scott, etc.; time, 21.01; prize, \$40. Fort Hill Boy, six oars, Murrays, etc.; time, 20.56½; prize, \$75. Mill Boy, six oars (Medford); time, 22.04½; prize, \$40. Shamrock, six oars, Murphy, etc.; time, 22.11½.

July 26.—College Union Regatta, Worcester; race for the championship. Prize, a set of colors. Harvard, six-oared shell, Harvards; three miles; time, 19.18; wins. Yale, six-oared shell, Yales; time, 20.18. Avon, six-oared lapstreak, Harvard students; time, 21.13. Atalanta, six-oared lapstreak, Brown students; time, 24.40.

July 27.—Worcester City Regatta; three races. Prizes: single sculls, \$50 and \$25; four oars, \$75 and \$50; six oars, \$100 and \$75. T. Grover, single scull, John Hancon; two miles; time, 16.20; prize, \$50. Friendship, single scull, T. Doyle; time 16.28; prize, \$25. T. Jefferson, C. McCay; two miles; time, 17.33. H. Jenkins, single scull, J. Wells; time, 18.14. Leader, four-oared shell (New York); three miles; time, 21.01; prize,

\$75. Experiment, four-oared shell (New York); time, 21.09; prize, \$50. Quickstep, four-oared lapstreak (Boston); time, 21.34. Yale, six-oared shell, Yales; time, 19.14; prize, \$100. Harvard, six-oared shell, Harvards; time, 19.16; prize, \$75.

1859—July 27.—Pittsburgh, Pa. Undine *vs.* Boisel. Eight-oared pleasure-barges. Time: Boisel, 24.22; Undine, 25.57. Three and a half miles.

August 3.—Pittsburgh, Pa. Undine, Boisel, and Robinson. Eight-oared pleasure-barges. Time: Undine, 17.17; Boisel, 17.26; Robinson, 18.00. Two and a half miles.

August 8.—Pittsburgh, Pa. W. C. Darling, Isaac Gullett, and Woodward. Four-oared outriggers. Time: Woodward, 17.23; Gullett, 17.26; Darling, 18.35. Two and a half miles.

1859—August 15.—Third Annual Regatta of the Richmond County Regatta Club. From off T. C. Burns's Nautilus Hall, Staten Island. First race, for single-scutt shells, was contested by A. Fay, H. Burns, and J. Hancon. The prizes were won by Hancon (\$75) and Fay (\$25). Burns was distanced. Second race, double sculls, was won by the Winship, rowed by B. Neville and H. Conklin; the Lewis C. Meeks, rowed by Biglin and Leary, was second. First prize, \$50; second prize, \$20. The four-oared race was contested for by the Leader, George J. Brown, Dan Bryant, William Lisle, of Newburgh, Charles McCay, and J. Donnelly. The Bryant came in first, the Brown second, the McCay third, the Donnelly fourth. The Lisle and the Leader withdrew.

August 27.—Pittsburgh, Pa. Bill Jackson *vs.* Woodward. Four-oared outriggers. Time: Jackson, 21.27; Woodward, 22.15. Three miles.

1859—September 12.—Match race on Harlem river. Dan Bryant *vs.* George J. Brown. Five hundred dollars a side. Won by the Bryant in 34.40. Brown's time, 34.46. The referee decided this race a draw, in consequence of the boats fouling.

1859—September 20.—Single scull race at Newburgh, for \$100, five miles, between Ward, Hancon, Brown, and Grover. Ward came in first, Hancon second.

1859—September 29.—Daw *vs.* Fay, at Staten Island, five miles, for \$500. Won by Fay in thirty-nine minutes.

1859—September 29.—Albany regatta. First race, double sculls, won by Shaw and Ward; three miles; 23.20. Second race, single sculls, won by John Hancon; time, 26.17; Doyle, of Boston, second. Third race, four-oared boats; prize, \$100. The Stranger, Dan Bryant, and George J. Brown started. The Stranger won in 20.11; Bryant, 20.21; George J. Brown, 20.26. Fourth race, for amateurs, was won by the Stephen Roberts, of the Hiawatha Boat Club.

1859—October 11.—Staten Island. For the champion belt. Distance, five miles. Entries: Daw, Hancon, Fay, and Ward. Won by Joshua Ward, in 35.10; Fay second, Daw third, Hancon last. Ward won the champion belt and \$100. This time, for single sculls, has never been equalled in the United States.

1859—October 24.—Champion scullers' race, Charles river. Prizes, two silk flags and \$200 for the winner, \$100 for the second man, and \$50 for the third. Major Norton, single-scutt shell, Joshua Ward, three miles; time, 23.16; Friendship, single-scutt shell, T. Doyle, time, 23.26; Brooklyn Boy, single-scutt shell, Thomas Daw, time, 24.11; Unnamed, single-scutt shell, J. Hancon, time, 24.14; Mignonne, single-scutt shell, A. Whitman, Jr., time, 24.48; J. Reed, single-scutt shell, M. F. Wells, time, 25.21.

November 8.—Pittsburgh, Pa. Stephen Roberts *vs.* Josephine. Four-oared. Time: S. Roberts, 20.30; Josephine, 20.45. Three miles.

1860.—June 17.—Second Bunker Hill Regatta. Charlestown. Four races. Prizes: shell wherries, \$40 and \$20; lapstreak do. same; double-scutt lapstreaks, \$50 and \$25; six and four-oared lapstreaks, \$75 and \$30. Mignonne, single-scutt shell, M. S. Smith, two miles; time, 16.42; prize \$40. J. Reed, single-scutt shell, M. F. Wells; time, 18.01; prize, \$20. Olivia, single-scutt shell lapstreak, A. H. Clark; time, 17.20; prize, \$40. Artless, single-scutt lapstreak, L. Kinsley; time, 17.21; prize, \$20. E. K. G., double-scutt lapstreak, Daley & Wells, two miles; time, 16.28;

prize, \$50. Novice, double-scutt lapstreak, Colbert & Doyle; time, 16.40; prize, \$25. Haidee, six-oared lapstreak, Harvard Sophs., two miles; time, 14.23; prize, \$75. Thetis, six-oared lapstreak, Harvard Sophs.; broke; \$30. Union, six-oared lapstreak, Union Club; time, 14.39. Mystic, four-oared lapstreak (Charlestown); time, 14.57.

June 23.—Fourth Beacon Regatta. Charles river. Three races. Prizes; single sculls, \$50; double sculls, same; four and six-oars (no allowance), \$100. Mignonne, single-scutt shell, lapstreak, M. S. Smith, two miles; time, 14.31; prize, \$50. Friendship, single-scutt shell lapstreak, T. Doyle; time, 14.40. L'Hirondelle, two-oared double-scutt lapstreak (Jamaica P.); time, 14.24; prize, \$50. Imogene, double-scutt lapstreak, Doyle & Colbert; time, 14.35. E. K. G., double-scutt lapstreak, Daley & Wells; 14.49. La Voyageur, double-scutt lapstreak, Blaikie and Bodge; two miles; time, 15.02. Mist, double-scutt lapstreak, Buckley, two miles; time, 16.38. Thetis, six-oared lapstreak, Harvard crew; three miles; time, 19.37; prize, \$100. Shamrock, six-oared lapstreak, Woods, etc.; time, 20.20. Brunonia, six-oared shell, Brown crew; time, 20.50. T. H. Daley, four-oared shell, Fogg, etc.; time, 22.47.

June 25.—South Boston Regatta. Two rowing races. Prizes: single-scutt lapstreaks, \$40; four and six-oar boats, \$75 (or silver vase). Olivia, single-scutt lapstreak, A. H. Clark; two miles; time, 15.35; prize, \$40. Spider, single-scutt lapstreak, M. F. Wells; time, 15.55. Shark, single-scutt lapstreak, T. B. Wells; time, 16.33. Harvard, six-oared shell, Harvard club; two miles; time, 12.38; prize, \$75. Shamrock, six-oared lapstreak, Woods, etc.; time, 13.43. Quickstep, four-oared shell, Scott, etc.; time, 14.08. Brunonia, six-oared shell, Brown University; time, 14.29.

July 4.—Boston City Regatta. Charles river. Four races. Prizes: single-scutt shells, \$60 and 25; lapstreak, same; double-scutt lapstreak, \$75 and \$30; four and six-oared lapstreak, \$100 and \$50; four and six-oared shells, \$175 and \$75. Allowance, thirty-three seconds by six-oared boats. Mignonne, single-scutt shell, M. S. Smith; two miles; time, 14.02½; prize, \$60. J. Reed,

single-scutt shell, L. Kinsley; time, 14.21; prize, \$25. Olivia, double-scutt lapstreak, H. A. Clark; time, 14.27; prize, \$80. Spark, double-scutt lapstreak, M. F. Wells; time, 15.14; prize, \$25. Shawmut, double-scutt lapstreak, Doyle and Colbert; time, 13.45; prize, \$75. E. K. G., double-scutt lapstreak, Daley and Wells; time, 13.48; prize, \$30. Sophomore, six-oared lapstreak, Harvard Sopha.; three miles; time, 19.21; prize, \$100. Thetis, six-oared lapstreak, Harvard Fresh.; time, 19.37; prize, \$50. Shamrock, six-oared lapstreak, Shenesy, etc.; time, 20.17. Emp. Josephine, four-oared lapstreak, Fitzgerald, etc.; time, 21.12. Eva, four-oared lapstreak, McManus; time, 21.55½. Harvard, six-oared shell, Harvard club; three miles; time, 18.53½; prize, \$175. James Riley, four-oared shell, Murrays, etc.; time, 21.10½; prize, \$75. Quickstep, four-oared shell, Scott, etc.; time, 21.16½. Union, four-oared shell, Union club; withdrew.

1860—July 7.—Pittsburgh, Pa. First regatta of the Alleghany Association. Calvin Adams, Maid of Erin, Princess, and Xanthe. Four-oared outriggers. Time: Adams, 22.33; Maid of Erin, 22.45; Princess, 23.19; Xanthe, 25.23. Three miles. Highland Maid *vs.* Leader. Two-oared boats. Time: Highland Maid, 27.10; Leader, 27.20. Three miles. Presque Isle *vs.* Wasp. Scull-boats. Time: Presque Isle, 29.55; Wasp, 30.24. Three miles.

July 14.—Pittsburgh, Pa. Undine *vs.* Volante. Eight-oared pleasure-barges. Time: Undine, 22.47; Volante, 23.00. Three miles. Princess *vs.* Maid of Erin. Four-oared outriggers. Time: Princess, 27.20; Maid, 21.38. Three miles.

July 19.—Staten Island Course. Four-oared race for \$300; three miles. Stranger of Poughkeepsie, Charles McCay, and Judge Voorhees. Stranger won in 19.26; McCay was second in 19.42; the Judge Voorhees was not timed.

July 24.—College Union Regatta. Worcester. Three races, for Freshmen and Sophomores, and the championship. Prizes, sets of colors. Thetis, six-oared lapstreak, Harvard Freshmen; three miles; time, 19.40½, wins. Glyuna, six-oared lapstreak, Yale Freshmen; time, 20.20. Sophomore, six-oared lapstreak,

Harvard Sophomore; time, 20.17; wins. Thulia, six-oared lapstreak, Yale Sophomore; drawn. Harvard, six-oared shell. Harvard club; time, 18.53; wins. Yale, six-oared shell. Yale club; time, 19.05½. Brunonia, six-oared shell. Brown University; time, 21.15.

1860—July 25.—Worcester City Regatta. Four races. Prizes: single-scutt wherries, \$50 and \$20; double-scutt, same; six and four-oared lapstreaks, \$75 and \$35; six and four-oared shells, \$100 and \$50. Allowance, thirty seconds by six-oared to four-oared boats. Oscar Teed, single-scutt shell, Josh. Ward; two miles; time, 15.17½; prize, \$50. Friendship, single-scutt shell, T. Doyle; time, 15.33; prize, \$20. Unknown, single-scutt shell, L. Kinsley; time, 16.08. Noddle, single-scutt, Brown and June; time, 16.10; prize, \$50. Le Voyageur, shell, Doyle and Colbert; two miles; time, 18.18; prize, \$20. E. K. G., double-scutt lapstreak, Daley and Wells; time, 16.46. Thetis, six-oared lapstreak, Harvard Fresh.; three miles; time, 20.13; prize, \$75. Sophomore, six-oared lapstreak, Harvard Soph.; time, 19.44½; Thulia, six-oared lapstreak, Yale Soph.; Gersh Banker, six-oared shell (Newburgh), time, 18.37; prize, \$100. Yale, six-oared shell, Yale Club; time, 19.10; prize, \$50. Union, four-oared shell, Union Club; time, 19.41. Quickstep, four-oared scutt, Scott, etc.; time, 21.26.

July 28.—Pittsburgh, Pa.—David Holmes *vs.* Woodward. Four-oared outriggers. Time: David Holmes, 23.58; Woodward, 24.10. Three miles.

August 4.—Pittsburgh, Pa.—Wasp *vs.* Hornett. Scutt-boats. Time: Wasp, 26.57; Hornett, 27.54. Three miles.

August 7.—Match Race.—Empress Josephine, of Boston, *vs.* Mystic, of Charlestown. Charles river. \$100 a side. Josephine, four-oared lapstreak, Fitzgerald, etc.; three miles; time, 21.16; Mystic, four-oared lapstreak, Welsh, etc.; time, 22.16. Josephine won.

August 8.—Amateur Race for Minors.—Charles river. Prizes; single-scutt lapstreak, \$20 and \$10. Fannie, single-scutt lapstreak, T. K. Blaikie; two miles; time, 15.40; prize, \$20. Intruder,

single-scutt lapstreak, S. L. Fogg; time, 16.43; prize, \$10. L'Ecreviase, single-scutt lapstreak, E. C. Stanfield; time, 16.50.

August 18.—Pittsburgh, Pa.—Wasp *vs.* Hornett. Scull-boats. Time: Wasp, 26.15; Hornett, 26.19. Three miles.

September 1.—Pittsburgh, Pa.—Leader *vs.* Highland Maid. Two-oared boats. Time: Leader, 24.15; Maid, 25.30. Three miles.

September 5.—Regatta House Regatta.—Charles river. Three races. Prizes: hunting watch; ice pitcher, \$30; tea-set, \$50. Fannie, single-scutt, L. Kinsley; time, 17.15; prize, watch. W. H. Darling, M. F. Wells; time, 17.55. James Devine, double-scutt, Doyle and Dailey; two miles; time, 17.34; prize, pitcher. Twinkling Star, double-scutt, Reed and McGee; time, 18.14. B. B. B., double-scutt, Colbert and Ulman; time, 18.44. Undine, four-oared, Colbert, etc.; three miles; time, 24.53; prize, tea-set. Mystic, four-oared, Welsh, etc.; time, 25.23.

September 5.—Poughkeepsie Regatta. Single-scutt race, was won by Dennis Leary, in 48.26; distance, five miles. The double-scutt race was won by T. Donohue and D. Brown, of Newburgh, in 38.26. The race for six-oared shells between the Gersh Banker, of Newburgh, and the James McKay, of Poughkeepsie, was won by the latter, in 32.40. Banker's time, 32.55.

September 6.—Poughkeepsie Regatta, second day. First race for double-scutt working-boats, the Maggie and Genet, of New York, and the Cataract, of Yonkers. Won by the Maggie in 44.27. The race for single-scutts was won by A. Fay, in 39.15. The four-oared shell race was won by the George W. Shaw, in 32.55.

September 22.—Pittsburgh, Pa.—Moonlight *vs.* Sylph. Scull-boats. Time: Moonlight, 22.43; Sylph, 23.04. Three miles.

September 29.—Pittsburgh, Pa.—Second regatta of the Alleghany Association. Moonlight *vs.* Unknown. Scull-boats. Time: Moonlight, 23.54; Unknown, 23.57. Three miles. Dan Bernard *vs.* H. Lloyd. Scull-boats. Time: Dan, 27.00; H. Lloyd, 27.30. Three miles. Calvin Adams *vs.* Princess. Four-oared outriggers. Time: Adams, 20.13; Princess, 20.15.

Three miles. *Volante*, *Imperial*, *Undine*, and *Albatross*. Eight-oared barges. Time: *Volante*, 21.15; *Imperial*, 21.38; *Undine*, 22.02; *Albatross*, 22.06. Three miles. Champion flag.

October 11.—Albany Regatta. First race. Six-oared, Dan Bryant; Irving and Gersh Banker; three miles. Bryant won in twenty-four minutes; Irving second, in twenty-six minutes. Second race. Four-oared boats; won by the *George W. Shaw*, in 21.24. Third race. Double-scutt; won by the Carter; rowed by Joseph Young and Piepenbrink.

October 12.—Second day's racing. First race. Six-oared shells; won by the James McKay, of Poughkeepsie. Second race, for six-oared barges; won by the *Zephyr*, of Albany. Third race, for single-scutts; Josh Ward won. John Hancon, second. Fourth race, for single-scutts, for the city of Albany; championship won by Geo. F. Baker.

November 5.—Joshua Ward *vs.* W. Burger, at Poughkeepsie; ten miles; for \$500; won by Ward, in one hour and twenty-three minutes.

November 23.—Fay *vs.* Decker; four miles; \$200 a side, at Jersey City; won in 25.30, by Fay; Decker, 25.34.

1861—July 4.—Boston City Regatta. Charles River Course. Four races, for single wherries and club-boats. Prizes: \$75 and \$30 for first race; \$100 and \$50 for second race; \$125 and \$50 for third race; \$175 and \$75 for fourth race. Wm. H. Rowe, shell, by Joshua Ward; two miles; time, 13.53; first prize. Friendship, shell, Thomas Doyle; time, 13.56; second prize. Addie V. Swan, shell, W. H. Decker; time, 14.00½. L'Hirondelle, double-scutt, J. D. Parker and Carpenter; two miles; time, 12.54½; first prize. Joshua Ward, double-scutt, Ward and Shaw; time, 13.15½; second prize. America, double-scutt, L. Kinsley, etc.; distance, two miles; time, 13.28. Stranger, four oars, Stevens, etc.; distance, three miles; time, 20.07; first prize. Geo. J. Brown, four oars, D. Leary, etc.; time, 20.16; second prize. Quickstep, four oars, M. Long, etc.; time, 20.43½. Fearless, four oars, E. Burney, etc.; time, 24.09½. Amphitrite, six oars, W. Burnett, etc.; distance, three miles; time, 19.25; first prize.

Forthill Boy, six oars, J. Murray; time, 20.19; second prize. McKay, six oars, Stranger's crew; time, 21.15½.

August 1.—Culross *vs.* McGrady. Elysian Fields Course, five miles. Won by McGrady, in 44.36.

September 2.—Regatta at Cornwall, New York, four miles. Josh. Ward won the first prize, McGrady the second, Gil. Ward third, Hancon fourth.

September 24.—John Biglin *vs.* William Stevens, at Poughkeepsie, five miles, for a purse of \$200. Won by Stevens, in 38.45.

October 3.—John Biglin *vs.* John McGrady. Harlem River Course, five miles, \$200 a side; Biglin won in 39.47.

1862—July 4.—City Regatta. Charles River Course. Five races, for single wherries and club-boats. First race, for boys under eighteen. Prizes: \$25 and \$10 for the first race; \$75 and \$30 for the second race; \$100 and \$50 for the third race; \$125 and \$50 for the fourth race; \$175 and \$75 for the fifth race. Wasp, single-scutt, Fred. Crowningshield; distance, two miles; time, 16.31; first prize. Moat, single-scutt, John Tyler, Jr.; time, 18.14; second prize. Fred. K. Tudor, single-scutt, G. T. Coolidge; time, 18.22½. Enchantress, single-scutt, Henry Stanfield; time, 18.34. Pittsburgh, single-scutt, James Hamill; distance, two miles; time, 16.15½; first prize. Friendship, single-scutt, Thomas Doyle; time, 16.39; second prize. A. E. P., single-scutt, L. Kinsley; time, 16.50. L'Aiguille, J. D. Parker; time, 17.34½. Edith, double-scutt, W. Rice, etc.; distance, two miles; time, 17.06; first prize. John Hancon, double-scutt, J. Driscoll, etc.; time, 17.33; second prize; George J. Brown, four oars (New York); distance, three miles; time, 21.01½; first prize. Tickler, four oars, P. Burke; time, 21.06½; second prize. Union, four oars, Union Boat Club; time, 21.56. Union, six oars, Union Boat Club; distance, three miles; time, 21.24; first prize. McKay, six oars, P. Colbert & Co.; time, 24.26; second prize.

July 4.—Regatta at Hudson, New York. First race, double-scutt boats, won by the Eudora, of Poughkeepsie; five miles,

41.06. Single-scutt race won by Joshua Ward, in forty-three minutes.

July 4.—Boston City Regatta, Charles River Course. First race, two miles, for single-scutt wherries, rowed by boys under eighteen years of age; first prize, \$25, second prize, \$10; the boats came in as follows: Wasp, F. Crowninshield, 16.31; Moat, John Tyler, Jr., 18.14; Frederick Tudor, G. T. Coolidge, 18.22½; Enchantress, Henry Stanfield, 18.34. Second race, two miles, for single-scutt wherries; first prize, \$75, second prize, \$30; the boats reached the goal in the following order: Pittsburg, James Hammill, 16.15½; Friendship, T. F. Doyle, 16.39; A. E. P., Leonard Kingsley, 16.51; L'Aiguille, John D. Parker, 17.31½; the George White, rowed by John A. Biglin, not timed. The winner, James Hamill, of Pittsburg, was, as it were, unknown to Eastern oarsmen, and the easy manner in which he won the race surprised even the judges. Third race, two miles, for double-scutt wherries, first prize, \$100, second prize, \$75; the boats came in in the following order: Edith, J. D. Parker and Willard Rice, 17.06; John Hancon, T. Driscoll and J. Hurley, 17.33; L'Hirondelle, M. F. and T. B. Wells, swamped. Fourth race, three miles, four-oared boats, first prize, \$125, second prize, \$75; George J. Brown, New York, 21.01½; Tickler, Boston, 21.06½; Union, Boston, 21.56; Hickory, Boston, not timed. Fifth race, three miles, for six-oared boats; first prize, \$175, second prize, \$75; Union, Boston, Union Boat Club, 21.24; McKay, Boston, 24.26.

August 13.—Ward *vs.* Hamill, on the Schuylkill; won by Hamill, in 22.27; distance, three miles, for \$250 a side.

August 14.—Ward *vs.* Hamill; five miles; \$250 a side; won by Hamill, in 37.39.

1863—June 20.—Beacon Cup Regatta. Charles River Course. Three races, for single wherries and club-boats. Allowance of fifteen seconds per oar. Alexander King, single-scutt, J. Hamill; distance, two miles; time, 18.05½. Irene, single-scutt, C. C. Hills; time, 18.08. Eastern Scull, single-scutt, E. E. Harrington; time, 18.35. Shawmut, double-scutt, J. Hamill; distance, two

miles; time, 15.33½. C. B. H., double-scutt, Brennan; time, 15.59. G. S. H., double-scutt, Wells; time, 16.03. George J. Brown, four oars, J. A. Biglin, etc.; distance, three miles; time, 19.40; prize, \$100. George B. McClellan, four oars, J. Faulkner; time, 19.50.

July 4.—City Regatta.—Charles River Course. Five races, for single wherries and club-boats. First race, for boys not over eighteen. \$100 and \$50 for the second race; \$100 and \$50 for the third race; \$130 and \$50 for the fourth race; \$175 and \$75 for the fifth race. Louise, single-scutt, John Tyler, Jr.; distance, two miles; time, 18.18; first prize. Black Jack, single-scutt, William Burns; time, 18.38; second prize. Hattie, R. Frothingham; time, 20.03½. Wasp, William W. Languilly; time, 20.13½. Alexander King, single-scutt, J. Hamill; time, 15.05; first prize. W. D. Ward, single-scutt, William H. Stevens; time, 16.52; second prize. Eastern, single-scutt, E. Harrington; time, 17.09½. Edith, double-scutt, James Hamill; distance, two miles; time, 15.05; first prize. R. P. Parrott, double-scutt, H. Wooden; time, 15.24½; second prize. John Hancon, double-scutt, J. Hancon; time, 15.37. Geo. S. Hall, double-scutt, — Wells; time, 15.52. George B. McClellan, four oars, George Faulkner; distance, three miles; time, 20.29½; first prize. George J. Brown, four oars, J. J. Eckerson, etc.; time, 20.43; second prize. General Meade, four oars, James Monahan, etc.; time, 22.40. P. L. Tucker, six oars, Biglins; time, 20.08; first prize. Harvard, six oars, E. Farnham, etc.; time, 20.15; second prize. J. McKay, six oars, William Stevens, etc.; time, 20.54.

July 23.—Hamill *vs.* Ward, at Poughkeepsie; five miles, for \$1,000; Ward won in 42:29.

August 6.—Single-scutt race at Albany, for the Ward cup, between Lovett, Buckbee, Sawyer, and Brown; won by Sawyer, in 19.30.

September 3.—Regatta at Cornwall, New York. Boys' race, for single sculls; prizes, \$25 and \$10. Ellis Ward and Augustus Mosher started; distance, two miles; Ward won in 13.07. Second race, three miles. Hancon, Ward, W. Stevens, and John

Biglin. Prizes, \$70 and \$30. Gil Ward won in 19.36. Sterns second, Biglin third, Hancon last.

September 11.—Regatta at Troy. Single-scutt race; was won by Joshua Ward. John Biglin second, Hancon third. Four-oared race; won by the Gersh Banker; rowed by the Stranger crew, of Poughkeepsie. Double-scutt race; was won by the Eloise, of New York. The Poughkeepsie crew won the six-oared race.

September 28.—Ward and Hamill, at Poughkeepsie. Five miles; \$1,000 a side. Hamill won in 37.38.

September 29.—Single-scutt regatta, at Poughkeepsie; five miles; \$75, \$50, \$25. Gil. Ward won first prize in 38.34. Bash, of Pittsburgh, second; Stevens, third.

October 28.—Gilbert Ward and William Stevens; single-scutt race, at Poughkeepsie; five miles, for \$200 a side. Stevens won in 39.53.

1864—June.—Single-scutt race for the local championship of Albany; three miles; won by Wm. R. Hills in 29.

July 4.—Regatta for single-scutt shells, at Cornwall. Gilbert Ward won the first prize, \$100, in 42.30. Stevens was second.

July 4.—Regatta at Hartford, Connecticut. First race, for double-scutt boats, was won by the Oceola; distance, two miles; in 15.33. Second race; three miles; Unknown and Una, six-oared contest; won by the Unknown, Gershom B. Hubbell, stroke; in 22.25.

July 4.—Boston City Regatta. Charles river. Emma Lovett, single-scutt, J. H. Radford; distance, two miles; time, 20.02½; first prize. Friendship, single-scutt, T. Doyle; time, 20.32½; second prize. Eastern, single-scutt, E. Harrington; time, 21.21½. C. B. H., double-scutt, P. J. Brennan; distance, two miles; time, 19.08; first prize. L'Hirondelle, single-scutt, Walter Brown; second prize. McClellan, four oars, James Halton, etc.; distance, three miles; time, 25.30; first prize. Volunteer, four oars, D. Ryan, etc.; time, 27.05; second prize. Tickler, four oars, M. Doherty, etc; time, 27.19; P. L. Tucker, six oars, Dennis Leary; distance, three miles; time, 22.04; first prize. Sophomore Club, six oars, F. Crowninshield; time, 22.31; second prize.

July 19.—Hamill *vs.* Ward, at Pittsburgh, Pennsylvania; five miles, for \$1,000. Hamill won in 40.46.

July 30.—Citizens' Regatta, Worcester. Three races for single wherries and club-boats. Prizes \$75 and \$25 for first race; \$160 for second; \$100 and \$50 for third. Emma Lovett, single-scutt, J. H. Radford; two miles; time, 16.36; first prize. Charley White, single-scutt, Walter Brown; time, 16.49; second prize. George J. Brown, four oars, J. Biglin, etc.; three miles; time, 21.00; first prize. George B. McClellan, four oars, G. Faulkner, etc.; three miles; time, 21.03; second prize. P. L. Tucker, six oars, Biglins; three miles; time, 19.08; first prize. Harvard, six oars, F. Crowninshield; time, 19.14; second prize.

August 2.—Single-scutt race in Albany between O. Polhamus and A. G. Graves, Jr., for the Ward gold sculls; two miles; won by Polhamus; time, 18.10.

August 4.—Single-scutt race, in Albany. Polhamus *vs.* Graves; two miles. Graves won; time, 18.40.

August 17.—George J. Brown, of New York, *vs.* Twilight, of Pittsburgh; four oars; five miles; \$1,000 a side. Brown crew: Dennis Leary (stroke), John, James, and Bernard Biglin. Twilight's crew: W. Campbell (stroke), Jacob Menges, A. W. White, and J. Bash. Won by the Brown; time, 33.30.

August 18.—Stranger *vs.* Twilight. Poughkeepsie Course. Crew of Stranger: W. Stevens, H. Wooden, W. Burger, E. Benway. Won by the Stranger; time, 35.30.

August 31.—John Biglin *vs.* D. O'Brien, from foot of Jackson street around Blackwell's Island and back. \$100 a side; won by Biglin.

September 20.—Ward *vs.* Stevens, at Poughkeepsie, for \$1,000; five miles; won by Ward in 38.13.

October 4.—Regatta at Newburgh. Four-oared race, won by F. G. Wood. Single-scutt race, for boys, won by Ellis Ward. The single-scutt race was won by Gilbert Ward. The fourth race, fishing boats, won by Mosher and J. Taylor.

November 9.—John Biglin *vs.* W. H. Hayes; five miles; at Staten Island, for \$1,000. Biglin won in 41.12.

1865.—Portland City Regatta. Four races for single sculls, club-boats, and boats from the forts. Prizes, \$50 and \$25 for first race; \$125 and \$75 for second; \$40 for third; \$150 and \$100 for fourth. J. H. Kent, single-scutt, Walter Brown; two miles; time, 17.20; first prize. Zephyr, single-scutt, J. K. Webber; time, 19.20; second prize. Charley, single-scutt, Michael McCarty. Alpha, six oars, Alpha Club; time, 14.20; first prize. Una, six oars, Una Club; time, 14.25; first prize. Ariel, six oars, Ariel Club; time, 15.06. Union, six oars, North Star Club; time, 15.06. Fort Lammell, fourteen oars; time, 26.00; first prize. Fort Gorges, ten oars; time, not given. Fort Gorges whaleboat, ten oars; time, not given. Una, six oars, Una Club; three miles; time, 20.50; first prize. Monitor, six oars, T. Hopkins; time, 21.15; second prize.

June 1.—Webb vs. Shehan, Harlem river course, single-scutt working-boats, five miles, for \$50 a side. Won by Sheehan in 53.55.

June 5.—The Annual Beacon Regatta came off at Boston; the entries were few, and the affair did not attract so much attention as usual. Nevertheless, it was a success, and the students of Harvard College, in carrying off the honors, exhibited that splendid oarsmanship for which they are justly celebrated.

July 4.—City Regatta, Charles River Course. Three races for single wherries and for club-boats. Prizes, \$100 and \$50 for first race; \$400 and \$100 for second race; \$100 and \$50 for third race. Ajax, single-scutt, James Hamill; two miles; time, 16.28½; first prize. Emma Lovett, single-scutt, J. H. Radford; two miles; time, 16.38; second prize. Eastern ♂, single-scutt, J. Driscoll. Friendship, single-scutt, S. Doyle. Samuel Collyer, four oars, Biglin, etc.; six miles; time, 43.32; first prize. G. B. McClellan, four oars, Geo. Faulkner, etc.; time, 43.51; second prize. Sam Collins, double scutt, John Hamill; two miles; time, 17.54; first prize. Voyageur, double-scutt, H. McKee; time, 18.05; second prize. Winona, double-scutt, C. E. Hubbard; two miles. J. Hancon, double-scutt, J. Donahan.

July 4.—Boston Regatta, Charles river. First race, single-

sculls, two miles; prizes, \$100 and \$50. Contestants: Hamill, Doyle, Radford, and Driscoll. First prize won by Hamill, in 16.28½; Radford second, in 16.38. The four-oared race was for a prize of \$400, six miles. The contestants were the Samuel Collyer, of New York, and the George B. McClellan, of Boston. The former was rowed by John, James, and Bernard Biglin, and Dennis Leary. The McClellan was rowed by John Morris and John Lambert, of St. John, N. B.; George Faulkner and Thomas Scott, of Boston. The New York boat won handily, taking the lead early in the race, and keeping it the entire distance. For the six-oared race two boats were entered—the P. L. Tucker, of New York, and the Harvard, of Harvard College. This race was postponed in consequence of the rough water.

July 4.—The Newburgh Regatta Club held their regatta in Newburgh bay. The principal contest was the four-oared race between the Newburgh and Poughkeepsie crews. The latter came in a long distance astern.

July 4.—Milwaukee Regatta; six-oared boats, for a purse of \$50; distance, three miles. Excelsior Club entered the D. W. Keyes; Milwaukee Club entered the Kinnickinick; the Winona Club entered the Waucoma. Won by the D. W. Keyes, in 18.15; Kinnickinick, 18.45; Waucoma, 19.30.

July 18.—On Tuesday, July 18, the great match-race for \$3,000 a side, between the four-oared boats, Samuel Collyer, of New York, and the Floyd T. F. Field, of Poughkeepsie, came off upon the Hudson river, at Poughkeepsie. The Collyer was rowed by the brothers Biglin and Dennis Leary; the Field by Stevens, Wooden, Burger, and Beneway. The New York crew were never headed in the race, and won in 31.10.

July 29.—Citizens' Regatta, at Worcester, Mass. The first race was for single-scull shells; distance, two miles. The first prize, \$75, was won by Josh Ward, in the Benjamin Odell. The second race, for four-oared boats, distance three miles, was won by the George B. McClellan, of Boston. The third race was for six-oared boats, same distance. First prize, \$200; second prize, \$75. For this the Harvard and Yale rowed, the Yale winning.

August 11.—Single-scutt race at Albany, between H. Gardner, A. G. Graves, Jr., A. B. Lathrop, and G. Brown; distance three miles. First prize won by Gardner, in 28.00; Graves second, in 28.55; Lathrop third, in 29.00.

August 28.—Saratoga Lake, single sculls, three miles. Prizes, \$100, \$75, and \$25. Entries, William R. Hills, A. G. Graves, Jr., R. H. Page, and Charles Piepenbrink. The latter came in first, in 22.30; Hills second, 22.45; Page, 23.00; Graves fourth.

September 6.—Graves *vs.* Page, at Albany; three miles. Graves won in 27.43.

September 21.—Double-scutt race, in seventeen-feet working-boats, between John Leary and J. O'Malley, of Whitehall; and John and P. O'Neil, of the Battery. From Castle Garden around Bedloe's Island. Won by the Whitehall boat in 38.00.

September 25.—The four-oared shells, New York, of New York, and Robert Earl, of Newburgh, competed in a five-mile race at Sing Sing, upon the Hudson, for a purse of \$2,000. The New York boat was rowed by John Biglin, John Blue, Bernard Biglin, and John J. Eckerson; the Earl was rowed by Josh, Gil, Henry, and Charles Ward. The latter won in 33.05. New York's time, 33.47. Referee, William Wood.

September 30.—Pittsburgh Regatta. First race was for boys, single sculls. Distance, two miles. Won by H. Beaumont, of Philadelphia, in 14.28. His competitors were Gordon Jackson and William Jackson, Jr. For the four-oared race, for prize of \$700, the New York, rowed by the same crew as pulled in her at Sing Sing, was defeated by the four-oared shell Friendship, of Pittsburgh, rowed by James and John Hamill, Jackson, and Wolf. The distance was five miles, and was rowed by the Friendship in 32.26; New York's time, 32.31. John Biglin, of New York, won the first prize in the single-scutt race. The Pittsburgh regatta was a splendid success, and was witnessed by thousands of the citizens of that city, as well as hundreds of strangers from all the boating circles of the States. The New York crew were the recipients of unbounded hospitality during

every hour of their sojourn in Pittsburgh, and their visit to the "Smoky City" was an unceasing ovation.

October 2.—Charles Ward *vs.* J. Raymond. Single-scutt race at Sing Sing. Distance, five miles, for \$100. Won by Raymond. Time not recorded.

1866—April 25.—Portland Regatta. First race, single-scutt, two miles. Won by Walter Brown in 19.00. Second race was for working-boats, without outriggers. Distance, three miles. First prize won by the Hornet, in 25.10. The last race, for six-oared boats, was won by the Una, of the Una Boat Club. No other boat coming in line, the Una rowed over the course (one and a half miles), in 8.10, and the three miles in 20.20; winning the champion cup and the championship of Casco bay.

May 9.—Webb Brothers *vs.* Sheehan Brothers. Harlem river, five miles, double-scutt seventeen-feet boats. Won by the Sheehan Brothers, in 40.46.

May 18.—Single-scutt race on the Charles river, Boston, by Davidson, Robbins, Sargent, and King. Won by G. Robbins, in 18.23.

June 9.—Thurston Brothers *vs.* Maloy and Nevin (amateurs). Double scutts, from Hoboken to Guttenburg. Won by Maloy and Nevin.

July 4.—Boston City Regatta, Charles river. Single-scutt race; distance, two miles. Prizes: \$75 and \$50. J. Driscoll, Walter Brown, George Faulkner, Foster Doyle, and R. Sargent. The first prize was won by Brown, in 17.10; Doyle second, in 18.11½; Faulkner third, in 19.10. The double-scutt race, three miles, for \$100 and \$50. The John A. Andrew, rowed by Brennan and McKee, won in 27.49. The C. B. H., rowed by Hollis and Sullivan, was second, in 27.57. The four-oared race, three miles, for \$125 and \$50, was won by the Thetis, in 20.39; the Young Neptune was second, in 21.01; the Frank Queen, of New York, was third, in 23.01½. The Thetis, Neptune, and George C. Wiggins, were from St. John, N. B. The latter boat had the third place in the race, but stopped rowing on the home-stretch, just previous to reaching the judges' boat. For the six-oared

race, for prizes of \$150 and \$75, the *Una*, of Portland, rowed by Walter Brown, stroke; J. F. Webber, R. Williams, A. P. Harris, F. H. White, A. C. Davis, bow; and the *Piscataqua*, of Elliot, Me., started. Won with ease by the *Una*, in 20.41.

July 4.—Newcastle-on-Tyne, England. Right away sculling-race of four miles (seven hundred and fifty-five yards), for £250 a side, between Harry Kelley, of Putney, England, and James Hamill, of Pittsburgh, Pa., United States of America. Harry Kelley victor. Time, 33.29.

July 5.—Second race. Sculling-race of two and a half miles out and return, for £250 a side, between Harry Kelley, of Putney, England, and James Hamill, of Pittsburgh, Pa., United States of America. Harry Kelley victor. Time, about 36.00. Kelley 1.12 ahead at the time. Umpires: Messrs. C. Bush for Kelley, and Harry Clasper for Hamill. Referee: Captain G. H. L. Hawks.

July 10.—Gilbert Ward *vs.* John McKiel. Single-scutt match at Sing Sing, five miles, for a purse of \$250. McKiel won in 41.00.

July 17.—Race at Waltham, Mass., for \$100, between the four-oared lapstreak *Zenobia*, and the double-scutt wherry *Waltham*. Won by the latter.

July 27.—Citizens' Regatta at Worcester, Mass. Single sculls. Prizes: \$75 and \$35. Distance, two miles. Ned James, rowed by Walter Brown, of Portland, Me. Nell Kirk, rowed by Josh Ward, of Newburgh. Won by Brown, in 15.15; Ward's time, 15.33. Second race: four-oared boats. Prizes, \$150 and \$75. Distance, three miles. P. L. Tucker, New York: John A. Biglin, stroke; James H. Biglin, John J. Eckerson, Bernard Biglin, bow. Frank Queen, New York: Dennis Leary, stroke; John Blue, Robert Ellis, Walter Brown, bow. Volunteer, Boston: James Cleary, stroke; Edward Rogers, David Brennan, M. J. Gleason, bow. J. F. Tapley, Springfield: P. Harrington, stroke; M. Leonard, George Ring, John Helden, bow; Daniel H. Harrington, coxswain. The Frank Queen won the first prize, in 19.41; the P. L. Tucker was second, in 20.10; the Tapley, 20.20; Volunteer's

time not taken. Third race: Worcester championship. Distance, three miles. Quinsigamond: Edwin Brown, stroke; Stedman Clark, John G. Heywood, Edward B. Hamilton, bow. Union: George Woodcock, stroke; T. A. Woodcock, John McKeon, T. R. Green, bow. The Quinsigamond won by several lengths, in 21.04.—The Union was 21.50.

July 21. Four-oared match-race, at Pittsburgh, Pa., between the Friendship and New York, for \$400 a side. The course rowed over was from the Suspension Bridge, over the Monongahela, two and a half miles down the river, to a stake-boat anchored opposite the mouth of Cork's Run, and return; distance, five miles. Friendship: W. Jackson, stroke; D. Wolf, Frederick Dierst, and Frederick Wolf, bow. Crescent Club, Pittsburgh. New York: Dave Lighthill, stroke; George Speer; Charles Doeny, and H. Coltart, bow. Xanthe Club, Manchester. The New York won by four lengths, in 34.24.

August 18.—Four-oared race, at Pittsburgh, Pa. The second match-race between the Friendship and New York, for \$500 a side, resulted in the referee's deciding the trial a "draw," in consequence of the boats fouling.

September 5.—Fearon *vs.* Waldron. Single-scutt match at Yonkers, for \$200. Distance, five miles. Won by Fearon in 43.37.

September 9.—First Annual Regatta of the San Francisco Rowing Club. Single-scutt race; distance two miles. The competitors were the Annick, Coquette, Fort Hill Boy, and Unknown. The latter came in first, in 18.25. The Annick came in second. For the four-oared race, distance three miles, the Union, Kearsarge, Unknown, and John Reed, were entered. Won by the Union, in 24.00; Kearsarge, 26.00. The John Reed and Unknown did not finish the race.

September 18.—Walter Brown, *vs.* Joshua Ward, in Portland Harbor, for \$1,000 a side. Distance, three miles. At fifteen minutes past 12 m., the men were summoned into line. Ward won the choice and took the inside position. "Angeline," rowed by Joshua Ward, built by James McKay, of New York;

33 feet long, 13½ inches wide, 4 inches deep. "Ned James," rowed and built by Walter Brown; 30 feet long, 13 inches wide, 5 inches deep. At the firing of a pistol they got off, Brown making a great deal the best start. He increased his advantage during the first three hundred yards to quite three lengths. The race was a severe one to the upper stake-boat, Brown reaching it scarcely one length in advance. At this point a material change occurred in the positions of the men. Brown went round as if on a pivot, turning his boat in about twice her length, while Ward made a very poor and long turn. At one time his boat remained almost stationary for a second or two, broadside towards the course. Ward made a close race all the way home, reaching the judges' boat scarcely one length behind Brown, who pulled the distance in the excellent time of 22.30. Ward's time, 22.34½. The time has never been surpassed but once in this country—by Hamill, on the Schuylkill, in his race with Ward, when he rowed three miles in 22.27. The Schuylkill course was perfectly smooth, while in Portland the water was rough.

September 20.—Springfield Regatta. First race, six-oared boats. Prizes, \$200 and \$100. Distance, three miles. The following boats started: H. K. Baker, J. W. Dickinson, and J. F. Tapley, all of Springfield. The Dickinson won in 20.18; the H. K. Baker was second, in 20.49; Tapley not timed. Second race, single-scutt shells; distance two miles; prizes, \$150 and \$75. The entries were Angeline, rowed by Ward; David A. Carson, rowed by J. McKiel; Nameless, rowed by Walter Brown; and the T. F. Doyle, rowed by Foster Doyle. The first prize was won by Ward, in 15.59; McKiel second, in 16.03. Brown did not cross the score. Third race, four-oared boats; three miles. Prizes, \$150; second, \$100; third, \$50. The Union, of Worcester; James A. Harding, of St. John, N. B.; Frank Queen and Gotham, of New York; and the Volunteer, of Boston, started. The Harding came home first, in 21.08½; the Volunteer was second, in 21.43½; and the Union third, in 21.44. The Gotham came in fourth; Frank Queen fifth. Fourth race, three miles; handicap of 11 seconds per oar. Prize: champion

colors of the city of Worcester. The Dickinson won, 19.11½; the Baker was second, in 19.55½; Tapley's time, 22.18; Powers fourth, in 22.19.

October 15.—Springfield Course. Match race for \$100 a side, between the H. K. Baker and J. F. Tapley, six-oared shells. Distance, five miles. Won by the Tapley in 36.30. The Baker was 39.28.

October 23.—Regatta for single-scutt shells at Poughkeepsie. Distance, five miles. Prizes: \$125, \$75, and \$50. The following parties contended: John McKiel, Gilbert Ward, W. Stevens, John Biglin, and John McGrady. The first prize was easily won by McKiel, in 37.55; Stevens was second, in 38.22; Gilbert Ward third, 38.37; McGrady was fourth; Biglin last.

November 3.—Biglin *vs.* McGrady. Single-scutt race, Elysian Fields Course, five miles, for \$250 a side. Won by John A. Biglin, in 39.40. McGrady, after rowing a short distance, withdrew from the contest.

November 14.—Gilbert Ward *vs.* W. Stevens. Single-scutt match race at Poughkeepsie. Distance, five miles, for a purse of \$300. Stevens won by three lengths, in 38.39.

EMPIRE CITY REGATTA CLUB.

The Empire City Regatta Club was organized in 1855, at a period of great stagnation in all kinds of aquatic sport, rowing being especially dull and tame. Indeed, for several years before the Empires were in motion, there had not been any important regatta, and but an occasional "scrub-race," which excited little or no interest, and served only to remind the lovers of rowing that the spirit of the glorious and time-honored *Whitehalls* still lingered in the waters of Manhattan. Organized when boating was sadly on the wane in our city and State, to them we were indebted for eight or nine years for those beautiful displays upon the Harlem's surface which made the true boatman happy and joyous. Stephen Roberts, whose name is honorably identified

with New York oarsmanship for more than thirty years, was their first President and the founder of the Club, and filled that position until the Club's active operations ceased with their regatta of 1863. The Club were also fortunate in having the services of C. J. Thoms as Vice-President for several terms.

The first annual regatta of the Club came off on Wednesday, October 17, 1855. The following course was rowed over in all the regattas of this club, and is a full five-mile one by measurement. From the judges' boat, anchored off Ninety-third street, up the Harlem river, to a stake-boat off the foot of One Hundred and Sixteenth street; turn from the west to the east; then row down the river to the judges' boat off Ninety-third street, which they turned from the east to the west; then up to the stake-boat foot of One Hundred and Sixteenth street, turning the same as before, thence back to the place of starting; passing the judges' boat on either side to complete the race—making a distance of five miles, including three turns.

The first race for four-oared boats: Prizes, \$150 and flag; second prize, \$40; third prize, entrance fee, \$10. The following boats started: Lady Putman, rowed by P. Lynch, J. Mathieson, William Wood, Stephen Roberts; Olie, by H. Larson, Oliver Oatson, H. Christian, P. Thompson; W. Kinney, coxswain; Americus by W. H. Dexter, D. Smith, G. Braisted, R. Webb; Whitehall, by D. Holland, J. J. Murphy, M. McLaughlin, James Cody; coxswain, Frank Palmerton; Susan Boyd, rowed by T. Daw, T. Osborne, J. Lannigan, J. Donnelly; coxswain, H. Hervey. The contest in this race was between the Putman and Olie, and was one of the sharpest four-oared races ever rowed in American waters. Several times in the race the boats passed and repassed each other; and most of the time they were less than a length apart. The Putman finally won in thirty-six minutes thirty seconds; Olie second, Americus third, Whitehall fourth, Susan Boyd last. Second race, for boys: smooth-work boats, double sculls, won by the James Wessels—the Lockwood second, Lucky Jack third. Third race: single-scutt, nineteen feet Whitehall working-boats. The entries were

Thomas Burns, W. H. Decker, Andrew Fay, A. J. Scott. Burns won—forty-two minutes fifteen seconds; Decker, forty-two minutes thirty-five seconds; Scott third. First prize, gold medal, worth \$150, and purse of \$100; second prize, \$30; third prize, \$20. This gold medal was manufactured by Ball, Black & Co., and was an elegant and tasty prize.

The second annual regatta came off on the Harlem Course, June 23, 1856. For the first race, four-oared, the entries were: the William H. Torboss, Experiment, Flora Temple, Brooklyn Belle, Falcon, of Philadelphia; and the Americus. The Torboss won the first prize, \$150, in thirty-four minutes fifty-four seconds; the Experiment the second prize, \$50, in thirty-five minutes sixteen seconds; Flora Temple, third, in thirty-five minutes forty-seven seconds; Americus, fourth, in thirty-six minutes fifteen seconds. The Torboss was rowed by P. Lynch, H. Mathieson, William Wood, and Hugh Burns—built by C. J. Thoma. The Experiment was rowed by Charles Wetherell, W. Sellers, T. Sellers, and William Hinton; coxswain, James McKay, who built her. The second race, seventeen-feet working-boats, double sculls, was won by the Limekiln Man, in forty-three minutes fifteen seconds; William Piggott second, in forty-four minutes ten seconds; Isaac P. Wilkens third, in forty-five minutes two seconds. Third race, single sculls, in twenty-feet shells. Rappahannock, Stephen Roberts, T. Daw, and Peter Fay started. Daw and Rappahannock came in first and second; but as they turned the lower stake-boat on the wrong side, the prizes were awarded Roberts and Fay. Daw's time, forty-three minutes; Rappahannock, forty-three minutes five seconds; Roberts, forty-six minutes fifteen seconds; Fay, forty-eight minutes ten seconds.

Third Annual Regatta, October 13, 1857—first race for four-oared boats. Charles B. Elliott—crew: H. Osborn, J. Silleck, M. Jones, W. Thompson; James Conchie, by P. Lynch, J. Mathieson, W. Wood, T. Daw; Robert H. Allaire, by C. Sprague, W. Boggs, P. O'Brien, H. L. Sprague; Experiment, by W. Hinton, F. Sellers, C. Wetherell, W. Sellers. Won by the Allaire in thirty-five minutes two seconds. Experiment second, Conchie

third. Prizes, \$150; second prize, \$40; third prize, \$10. Second race, seventeen-feet working-boats, double sculls. Boys' race, won by Captain Brophy—the Charles Harvey second. Brophy's time, forty-six minutes eight seconds. Third race, champion sculls: H. Burns, H. Osborn, and Andy Fay started. Won by Andy Fay in forty-two minutes ten seconds, Osborn being second.

On Thursday, September 16, 1856, the fourth annual regatta came off on the Harlem river. The first race was for four-oared boats. First prize, \$100; second prize, \$25; third prize, \$10. The following were entered: Experiment, rowed by David Dillon, M. Vallay, Henry Conklin, and John Leary. Dress: red. Dan Bryant, rowed by William Woods, P. Lynch, C. Sprague, and Oscar Teed. Dress: white. George J. Brown, rowed by Henry Osborn, William Boggs, Peter O'Brien, and W. H. Dexter. Dress: red, white, and blue. James Riley, of Boston, rowed by James Murray, John Murray, Andrew Murray, and J. Driscoll. Dress: pink. At the second gun-fire the boats made a beautiful start, with the Bryant slightly upon the lead, but she was soon passed by the Brown, who turned the judges' boat when half the distance was rowed, some one hundred yards ahead. The Brown maintained her advantage to the end of the race, coming in first—Dan Bryant second, Experiment third, and some distance behind. The winning boat accomplished the distance in thirty-four minutes forty-two and a half seconds. The Boston boat, James Riley, pulled about one mile, and then gave up the contest and quitted the field. The second race was for seventeen-feet working-boats, for which the following were entered: Ned, rowed by George Sopers and James Culross. Dress: white. Lewis C. Meeks, rowed by William Windam and Andrew Latham. Dress: red. Ed. Clyne, rowed by Brothers Neville. Dress: gray. Empire City, rowed by A. Gilson and C. Finch. Dress: red, white, and blue. Gwynogan, rowed by James Sellers and T. Sellers. Dress: flesh color. Won by the Lewis C. Meeks, with the Ned a very close second; Empire City third. Time of winning boat, forty-three minutes fifty seconds.

The third race was for champion sculls. The following boats started: Cyrus W. Field, rowed by Hugh Burns. Dress: red. Vickey, rowed by John Musgrave. Dress: white. Olivia Roberts, rowed by Thomas Daw. Dress: blue. Jane, rowed by J. W. Guider. Dress: pink. W. D. Logan, rowed by Andrew Fay. Dress: red. The C. W. Field, rowed by Burns, came in first, and led the fleet from the commencement. Daw gave out when the race was half over. Fay came in third. Time of the Field, forty-four minutes forty-three seconds. Fourth race, sweepstakes for silver pitcher. The following boats started: George J. Brown; James Riley, of Boston, entered, but did not start; Robert H. Allaire, pulled by crew of Dan Bryant; Experiment. This was by far the finest race of the day, and the best rowed. At the close of the five-mile struggle the boats were very near together, with an interval of a boat's length or so between each. The Brown came in first, Experiment second, Allaire third. Time of the Brown, thirty-four minutes twenty-three seconds.

On Friday, August 26, 1859, the Club's fifth annual came off on the usual course.

The first race was for fishing-boats, and the following started: Gotham, rowed by James H. Biglin; David Blackburn, rowed by James Sheridan; Misty Maid, rowed by James Culross; Ebbets, rowed by J. J. Biglin; J. Brown, rowed by W. Finch. This race was well contested, but was won by the Blackburn in good style, who kept the lead from the start. The Gotham came in second, and J. Brown third. Ebbets did not finish the race. Time of the Blackburn, fifty-four minutes twenty-eight seconds. Second race, two pair sculls: Young Frolic, rowed by William Singleton and James Riley; Bane, rowed by William Windover and Andrew Latham; Maggie, rowed by James Culross and John J. Eckerson; Silvie, rowed by Martin and John Bowe. This race was won with ease by the Maggie, the Bane coming second, the Young Frolic was distanced, and Silvie gave out. Time of the Maggie, forty-six minutes twelve seconds. Third race, four-oared boats, had the following entries: Dan Bryant, rowed by William

H. Ward, Oscar Teed, Joshua Ward, and George W. Shaw; Geo. J. Brown, rowed by Dennis Leary, William Bogga, Peter O'Brien, and Wm. H. Dexter; Leader, rowed by Charles Wetherell, James Sellers, Wm. Sellers, and Thomas Sellers; Charles McCay, rowed by John Leary, Michael Vallery, John Musgrave, and Thomas Farrell; Thomas Foulks, rowed by P. Lynch, H. Lawson, William Walsh, and John Mathieson. The boats made a beautiful start, the Bryant taking a slight lead, closely followed by the Brown. After rowing to the upper stake-boat the George J. Brown took the lead, which she maintained to the end of the race, winning the first prize, and retaining her champion colors. The Leader came in second; the Dan Bryant quitted the field after rowing some two and a half miles; the Foulks came in third, and the McCay fourth. Time of the George J. Brown, thirty-five minutes fifteen seconds; Leader, thirty-six minutes six seconds. The fourth race was the Champion scull race, for which the following boats started: Old Top, rowed by William Hays; Harriet Lane, rowed by Henry Osborn; Thomas Jefferson, rowed by Andrew Fay; Eleanor Smith, rowed by Thomas Daw. The Flora Temple, rowed by Hancon of Newburgh, entered but a short time previous to the race, was run into by a four-oared boat and cut down to the water's edge, rendering it necessary for him to withdraw. The Jefferson, rowed by Fay, took the first prize; Daw came in second, Osborn third, and Hays last.

The sixth annual regatta came off on Monday, September 10, 1860. The following seventeen-feet two pair scull working boats contended: Robert Foster, rowed by William Alexander and John Biglin; uniform, pink. Maggie, rowed by James Riley and John J. Eckerson; uniform, white. Henry Fish, rowed by William Coogan and M. Rogers; uniform, blue and white. Alpha, rowed by William Windover and Andrew Latham; uniform, red. At the signal they got off handsomely together, and remained so some little time; ere they were well out of sight, however, the Alpha took the lead, with the Maggie close to her; for a great portion of the trial these boats raced each other very close, being well matched. On the first turn round the starting

yacht, when two and a half miles were rowed, the Alpha was first, and five lengths in advance of the Maggie, who led the Henry Fish some sixty feet. The balance of the race did not materially vary the position of the boats, and they came home in about the same style as they passed the judges' boat on the first turn. The Alpha first, in forty-eight minutes three seconds; Maggie second, in forty-eight minutes twenty seconds; Henry Fish third, in forty-eight minutes thirty-five seconds. The Robert Foster gave up previous to making the first turn.

The second race was for six-oared lapstreak boats, to be rowed by amateurs only. The following boats started, viz. Eagle, of New York, rowed by J. Huntley, J. Downie, T. Procklin, H. Conner, M. Conner, and H. Mabin; coxswain, R. Henry; uniform, red. Gulick, of New York, rowed by William H. Mathews, James Ward, R. Halliday, John Lawrence, J. G. White, and William H. Spear; coxswain, Geo. L. Devoe; uniform, white, and fancy caps. What Is It, of Hoboken, rowed by F. H. Armstrong, T. Redmond, D. Probst, J. Kennedy, T. H. Hall, and J. McIlhargy; coxswain, D. Wood; uniform, white, with blue and white caps. At the signal gun they made a fine start, but it was soon evident that the Gulick had the race, and the first prize very handily, as she dropped the others rapidly astern. As they came down the river for their first turn, the Gulick was on a handsome lead, and rounded the judges' yacht some six or eight lengths in advance of the What Is It, which was second. The Gulick increased her lead during the remainder of the race, and came in a full distance ahead of her competitor, in the good time, for a lapstreak, of thirty-seven minutes seven seconds. The Eagle was so far behind that she was not timed.

The third race was for fifteen-feet fishing boats, rowed by one pair of sculls, with the following competitors: David Blackburn, rowed by James Sheridan; uniform, grey. Joseph Brown, rowed by C. Finch; uniform, white. Mary Jane, rowed by John Alvin, uniform, red. Benicia Boy, rowed by John McGrady; uniform, white. The Brown and the Benicia Boy had a close race all over the course; but Finch outlasted his opponent, and won in

forty-eight minutes thirty-eight and a half seconds. Time of second boat, forty-eight minutes fifty-three seconds.

The fourth race, for four-oared shells, was next in order, and it attracted more interest and attention than any other of the programme. There were three entries: The George W. Shaw, of Poughkeepsie, rowed by William Stevens, H. Wooden, D. Le Roy, and E. Beneway; forty feet long; uniform, white. Hop Up, of Greenpoint, rowed by Oscar Teed, Henry Osborn, William Boggs, Jr., and W. H. Hays; thirty-seven feet five inches long; uniform, blue and white. George J. Brown, of New York, rowed by D. Leary, John Biglin, James Biglin, and Bernard Biglin; thirty-seven feet three inches long; uniform, white and blue. For the first half mile they kept along rowing very evenly together, but the struggle now began to be between the New York and the Poughkeepsie boat, the Hop Up falling astern. At the One Hundred and Sixteenth street stakeboat (one mile and a quarter from the starting point) the Brown was a little ahead, and, making a good turn, started down the river about one length in advance of the Shaw, the Hop Up being several lengths astern of the Shaw. The pull down to the judges' yacht, between the Brown and the Shaw, was a beautiful contest, each crew straining every nerve, the one to keep her lead, and the other to obtain it; but the Brown could not be overtaken, and she came up to the turning point, with one-half of the race rowed, two lengths on the lead; she made a splendid turn, and as she again headed up the Harlem she had placed three good lengths between herself and her rival. The Shaw made an inferior turn, but was soon speeding swiftly after the Brown; the latter boat could not, however, be overtaken, and she gallantly maintained her advantage to the termination of the race, coming in a handsome winner by some three lengths. Time of the George J. Brown, thirty minutes forty-four seconds; George W. Shaw's time, thirty minutes fifty-three seconds.

The fifth and last race was for single-scutt shells. The following boats formed in line at the sound of the bugle: Mary Bell Roberts, rowed by P. Lynch; uniform, white and black. Young

Stranger, rowed by Thomas Burns; uniform, white. Thomas Jefferson, rowed by Thomas Hart; uniform, white and blue. Lynch, in the Mary Bell Roberts, won this race, and the purse of fifty dollars, in easy style, in forty minutes twelve and three-fourths seconds. Burns was second, a long distance behind; and the Jefferson was out of the race. Lynch pulled in a game and lasting style, and his triumph was greeted with enthusiasm. Yielding to the force of old associations—the remembrances of the Christopher street boat-houses and the “Slasher crew”—we were under the necessity of swinging our new Brown “tile” in so enthusiastic a manner, that it came near finding a “watery grave” beneath the placid surface of the Harlem.

The seventh annual regatta was rowed on Monday, September 22, 1861. The first race was for seventeen feet working-boats, two pair sculls, no outriggers, for which the following boats entered: Silas Wright, Henry W. Genet, John Brannin, Henry Fish, Maggie, Hop Up, and General Scott. The John Brannin was fouled by an outsider, and withdrawn. On the first stretch, back to the judges' boat, the boats were very close to each other; and after a spirited contest to the upper stake and back, the Silas Wright led in, closely followed by the Maggie. Time: forty-one minutes six seconds. Prize: champion flag and purse.

The second race, six-oared outriggers, was for amateur oarsmen only; for which the Lightfoot, the J. Berdan, and Gulick entered. The Lightfoot was rowed by the members of the Gulick Club, who won the champion flag in this race last year, and who, judging from the fine style in which they pulled their boat, were determined to keep it, which they did, by beating their opponents, and making the time in 36.42. Prize: champion flag and silver pitcher.

The third race was between four-oared shell boats, professional oarsmen, with the following entries: George J. Brown and Judge Voorhies. From the start, it was evident that the Brown crew had the race all their own way; they came off victorious. Time: 36.38. Prize: champion flag and purse of one hundred dollars.

The fourth race, for single sculls, was won by John Hancon, in 41.45.

On Monday, October 5, 1863, the eighth annual regatta of the Empire City Regatta Club was rowed. The first race was for double-scutt, seventeen-feet working-boats, without outriggers. The following boats started: No. 7, Winship; rowed by George Soper and Daniel O'Brien. No. 4, Silas Wright; Charles Concklin and James Blauvelt. No. 1, Joe King; James H. Biglin and Dennis Leary. No. 8, Alfred; William Windover and Andrew Lasham. No. 6, Eloise; William Burns and Peter Riley. No. 3, Chris. J. Thoms, Jr.; John J. Eckerson and John Biglin. No. 2, Annie; James Monds and James Harkness. No. 5, Democrat; William Hayes and John Osborn. No. 9, Lizzie; Chas. McQueney and Thomas Sweeney. The first boat in received a prize of thirty dollars, the second boat ten dollars, the third boat her entrance money. Upon the first turn over the course, the judges' boat was rounded by the James King first, the Chris. Thoms, Jr., being second, and the Democrat third; followed by the Eloise, Winship, Alfred, etc., with the Annie bringing up the rear. In consequence of the King and C. Thoms, Jr., not starting properly, they were ruled out from winning by the judges, and the latter boat hauled out; but the King kept on for the entire distance. The race was won by William Burns and Peter Riley, from the foot of Christopher street, North river, in the Eloise, built by George Roahr. Time, thirty-nine minutes seven seconds. The Democrat, a boat of very handsome model, built by Charles B. Elliott, of Greenpoint, came in second, in forty-nine minutes two seconds; the Winship was number three. Then came the Lizzie, Alfred, and others, trailing a long distance astern.

The second race was for six-oared boats, manned by amateurs, for a prize of an elegant silver pitcher, valued at one hundred and twenty-five dollars. The contestants in this race consisted of the three following six-oared shells: George H. Lynch; rowed by William H. Webb, James White, Chris. Macvey, Robert Hilliker, John Sheenan, Adam Jacobert. Stranger; rowed

by Samuel Burden (coxswain), Henry Burden, Robert Ellis, John Brannigan, Michael Devine, Thomas Kelly, Robert Telleson. P. L. Tucker; rowed by John Lindsay, Jerry Katon, Robert Parker, Robert Culkin, Peter Riley, George Roahr. At gun-fire they got away handsomely, the Tucker securing the send-off, but not holding it long ere the Stranger passed her; the latter maintained her advantage throughout the race, coming in a winner by a good distance in thirty-three minutes sixteen seconds; the P. L. Tucker was number two, in forty-one minutes thirty seconds; the G. H. Lynch did not finish the race.

For the four-oared race, the entries were the celebrated George J. Brown, with Dennis Leary, stroke; and the Charles A. Peve-relly, with John J. Eckerson, stroke. The rules of the Club required three boats to start; and as only two appeared, it was postponed.

The last race was for single-scutt shells, for \$40, \$20, and entrance money. The starters were the Elly Biglin, rowed by John A. Biglin; the John Decker, rowed by Dennis Leary; and Bee, rowed by John McGrady. A fine start was effected, when John Biglin went immediately to the front, where he remained during the entire race, winning it with ease, in forty minutes forty-one seconds; the Bee was second, in forty-one minutes five seconds. The Decker was not timed, as, soon after starting, Leary broke his "stretcher," which accident completely destroyed his chances of winning.

NEW-YORK REGATTA CLUB.

The New York Regatta Club was reorganized early in 1859, having suspended boating operations for several summers, under the presidency of Charles McCay, a gentleman well known in the rowing annals of the metropolis. On Monday, July 4, 1859, the club gave their first annual regatta under the auspices of the Common Council, who had voted an appropriation for prizes. The races came off in the bay, opposite the Battery. The course was from

the judges' boat, moored a little south of Castle Garden, from thence to a stake-boat placed between Jersey City and Ellis's Island, the boats to turn from north to west, thence to a stake-boat placed west of Governor's Island, turning from south to east, and back to the place of starting, coming in between the judges' boat and the Battery—distance three miles.

First race, for boats of any length, to be rowed by four oars, with or without coxswain; to start at half-past one o'clock P.M.; first prize, one hundred dollars; second prize, twenty dollars. The following boats started:—Jeremiah Donnelly (gray), rowed by Andrew Fay, Peter Fay, John Carroll, John McNeil; length, forty feet; Experiment (red), rowed by Thomas Farrell, Michael Vallorey, John Leary, John Musgrove; length, thirty-seven feet and a half; James Hughes (white), rowed by William Boyd, Michael McGee, T. Bresnahan, John Walsh; length, forty feet; Whitehall (blue), rowed by James Walsh, Hugh Riley, William Weekley, Joseph Burke; length, thirty-five feet. At the time of the start the bay was very rough, and many supposed that the shell-boats could not stand the sea. Soon after starting one of the rowers of the Hughes broke an oar, and she discontinued the race. The Experiment and Donnelly were making a close race of it, the former upon the lead, when she shipped a sea which came near foundering her, and two of her rowers took to the water, and she continued the race with two oarsmen and came in second, beating the Whitehall, which came in third. The Donnelly came in first and won the first prize—time, twenty-seven minutes and a half; Experiment's time, twenty-nine minutes.

When the Experiment shipped the sea which nearly filled her with water, and two of her crew, Musgrove and Leary, jumped overboard to lighten and prevent her from swamping, she had turned the first stake-boat and was handsomely leading all her competitors. The Harbor Police boats rescued Musgrove and Leary. When she came in past the judges' yacht with two oarsmen in her and winning the second prize, the applause which went up from the Battery, the craft afloat, and from all sides, was enthusiastic and prolonged.

Second race, for seventeen-feet working-boats, double sculls; first prize, forty dollars; second prize, ten dollars. George W. Winship, color gray, rowed by H. Conklin, Patrick Neill; Clines, color yellow, rowed by D. Probst, F. Heard; Unknown, color red, rowed by Michael Vallory, John Leary; Elizabeth Smith, color green, rowed by T. Douglass, M. Neagle; Pussy Cat, color white, rowed by John Davis, P. Johnson; Emily, rowed by T. Malony, J. Henessey. The G. W. Winship came in first, the Unknown second, Emily third, Elizabeth Smith fourth. The Winship was rowed in a capital manner, and led from the start to the finish. The Unknown was rowed by two young men, Vallory and Leary, who also rowed in the Experiment in the four-oared race. They won the second prize, and proved themselves expert and enduring rowers.

The last race was for single-scutt shell boats; first prize, twenty dollars; second prize, ten dollars. As the gun fired the following started: Thomas Jefferson, rowed by Andrew Fay; Fernando Wood, rowed by Joseph White; Eleanor, rowed by Thomas Daw, and Bonnie Eloise, rowed by Henry Osborn. The water had now become much calmer than when the four-oared boats rowed, and the little shells appeared to almost fly. After rowing a mile Fay returned and complained of a "foul" on the part of Daw. White in the Wood did not go round the course, and Daw did not turn all the stake-boats. The Bonnie Eloise, rowed by Osborn, came in first and took the first prize, and as neither of the others had rowed the proper course the second prize was not delivered. Osborn's time was twenty-three minutes thirty seconds.

The second annual regatta of the club came off July 4, 1860. As in the previous regatta the city authorities voted an appropriation, and their committee acted in concert with the committee of the New York Regatta Club. The course was the same as in 1859. The first race was for nineteen-feet working-boats, spritsail, without rudder or oars, nothing to be used outside. First prize, twenty dollars; second prize, fifteen dollars. Second race, for row boats, six-oared, clinker built, of any length. This race was exclusively for amateur oarsmen, with or without cox-

swain. Third race, for four-oared boats of any length. No restrictions. First prize, two hundred dollars; second prize, seventy-five dollars; third prize, twenty-five dollars. Fourth race, for champion sculls, for boats of any length and build; no restrictions. To be rowed by one man with one pair of sculls. First prize, one hundred dollars; second prize, fifty dollars; third prize, twenty-five dollars. Fifth race, for seventeen-foot working-boats. No restrictions. To be rowed by two pairs of sculls. First prize, seventy-five dollars; second prize, forty dollars; third prize, twenty dollars. Entrance to all races free. In consequence of the dead calm that prevailed at the hour appointed for the sail boats to start, that feature was postponed.

In the six-oared race—amateurs only—five boats entered, viz. the *What Is It*, forty-five feet long, colors white trimmed with blue; the *Waverley*, forty feet, colors white; the *Aurora*, forty-five feet, color white, red, white and blue caps; the *Niantic*, forty feet, colors salmon and black; the *Eagle*, forty feet, blue and white caps. Before starting, the *Waverley* was ruled out of the race by the committee, it having been shown that her crew had been picked for the occasion and could not, therefore, properly be called amateurs. At the start, one of the *Eagle* crew broke an oar, leaving in the race the *What Is It*, the *Aurora*, and the *Niantic*. The *What is It* took the lead, with the *Aurora* and *Niantic* well together. Shortly after, the *Niantic* drew out. The *What Is It* won the race in thirty minutes ten seconds; *Aurora* ten seconds later. The *Waverley* accompanied the boats throughout the race, and the result showed that she could have won easily.

For the third race there were eight entries, of which the following seven came to the starting-point: H. W. Genet, color pink, rowed by D. Leary and James H. Biglin; Alfred, color white, rowed by James Maloy and William Flock; Jack McDonald, colors red, white, and blue, rowed by B. M. and J. A. Biglin; Fanny, color blue, rowed by William Wendover and Andrew Latham; Maggie, color red, rowed by James Welsh and William Kenny; G. W. Winship, rowed by John Leary and

Nicholas Velroy ; Thomas Powell, color white, rowed by James Culross and John Brady. This race was altogether between the Winship and McDonald. The contest between the two boats named was very close ; time, Jack McDonald, thirty-two minutes thirty seconds ; Winship, thirty-two minutes thirty-three seconds.

For the four-oared race, the Stranger, of Poughkeepsie, forty feet, color white, built by Shaw, rowed by William Stevens, Homer Wooden, D. Le Roy, Ezekiel Beneway ; Charles McCay, thirty-eight feet, color red, built by T. Leatham, rowed by John Woods, Thomas Farrell, W. Verden, Peter Fay ; Judge Voorhies, of Brooklyn, thirty seven feet and a half, color pink, built by J. McKay, rowed by Thomas Sellers, William Sellers, James Sellers, John Musgrove ; coxswain, S. French ; Unexpected, forty feet, built by C. B. Elliott, rowed by P. Lynch, William Wood, William Welsh, John Ackerman ; F. G. Wood, of Newburgh, thirty-eight feet, color pink, built by T. Donough, rowed by Tim Donough, David Caton, David W. Brown, William Tuttle ; Great Eastern, thirty-eight feet, colors red and white, built by Donnelly, rowed by Thomas Burns, James Halpin, Robert Clarkson, Michael McGowan.

Shortly after the start in this race, a violent squall and rain storm commenced, rendering it impossible for some minutes to see anything upon the water. When the blow was over the Unexpected was discovered upon the lead, and she came in a winner of the first prize. For the single-scul race the contestants were the Thomas Jefferson, twenty-six feet, color red, rowed by Andrew Fay ; Joseph A. Gardiner, twenty-six feet, color gray, rowed by John Carroll ; Star of the West, twenty-five feet, color white, rowed by Thomas Daw ; Oscar Teed, twenty-six feet, colors white and red, rowed by Joshua Ward ; Theodore Gravier, colors blue and white, rowed by John Hancon ; Picayune, rowed by John Brady ; Anne, twenty-four feet, color pink, rowed by James Sheridan ; Jappanne, twenty feet, color red, rowed by John McCarthy.

The prizes were as follows : first prize, by Joshua Ward, of Newburgh ; time, thirty-seven minutes ten seconds. Second prize, fifty dollars, by Andrew Fay, of New York : time, thirty-seven

minutes thirty seconds. Third prize, twenty-five dollars, by John Hancon, of Newburgh ; time, thirty-eight minutes.

On Monday, July 9, 1860, the race for nineteen-feet working-sail boats, without rudder or oars, nothing to be used outside, which was postponed from the Fourth of July on account of a scarcity of wind, came off from a flag-boat anchored off the Battery. All the boats which were entered started, excepting the Dan Bryant. They sailed around Bedloe's Island and back to the judges' boat. The first prize, of thirty dollars, was awarded to the *Lucky Star*, sailed by William Lee ; the second prize to the *Thomas Coady*, sailed by Thomas Coady. Time one hour nine minutes ; second boat, one hour eleven minutes. Distance as sailed, four and a half miles.

FIRST ROWING REGATTA IN BOSTON.

The Chelsea regattas came off in Boston in 1842 and 1843. This was long before the present popular Boston City regattas on the Charles river were inaugurated, and from them boating in Boston dates its origin. A sad accident happened to the New York oarsmen who went on in 1843, with the *Curtis Peck* and *Wave*, one of the Seaman brothers being killed by a railroad accident. August 3, 1842, a regatta came off at East Boston, over the Chelsea Course, between the *Red Michael*, *Star*, *Washington*, and *Bunker Hill*, all eight-oared boats. About four o'clock they started. Side-and-side they dashed along for some time, neither appearing to lead the others ; but at last the *Red Michael* gradually drew ahead, and maintained her distance, the *Star* next, *Washington* third, and *Bunker Hill* last. In this order they returned, the *Red Michael* having been pulled the distance in thirteen minutes and thirty-seven seconds. At the second trial, they arrived at the starting-point in the same order ; the *Red Michael*'s time was thirteen minutes and fifty-five seconds. The next race was by the *Star* and *Washington*, with six oars, for the second prize. The *Star* arrived in fifteen minutes and twenty-

five seconds. Three other boats pulled the distance on time. The Exchange, with four oars, in seventeen minutes twenty-one seconds, the Dart, two oars cross-handed, fourteen minutes thirty seconds, and a skiff, cross-handed, in twenty-five minutes. The Red Michael received the first prize, a large silver goblet; the Star the second, a silver goblet also; and the two swiftest of the boats which pulled on time, received a pitcher apiece.

In the Chelsea Regatta of August 17, 1843, there was an eight-oared, a six-oared, and a four-oared race. For the first race the starters were the Red Michael, Bunker Hill, Alert, Spark, Curtis Peck of New York, and Washington, all eight-oared boats. They got away with a fair start, and the first heat, round the flag and beach to the starting-point—two miles—was won by the Spark in fourteen minutes; the second heat, contested by the Spark and Red Michael only, won by the last in twelve minutes thirty seconds; and the third by the Spark in fifteen minutes thirty seconds. The crew of the Spark were: Messrs. T. Cass, coxswain; J. T. Thompson, N. Barry, H. Philips, D. R. Vinson, Z. Koen, W. Williams, and J. Glossinger, oarsmen. The second race, six oars, was once round the course, and won by the New York boat, Curtis Peck, in thirteen minutes thirty seconds, against the new boat Pedestrian, and the Alert. Crew of the New York boat: coxswain, Mr. Manning; oarsmen, Messrs. C. Britten, J. Suydam, I. Suydam, A. Suydam, J. Bevens, R. Mucum, J. Onners, J. Newcomb. The last was a four-oared race. Won by the Wave, of New York, manned by a part of the Curtis Peck's crew, against the new iron boat, in just sixteen minutes. Before leaving Boston the following challenge was issued by the crew of the Curtis Peck. No response was made to it. "The subscriber is authorized by the coxswain of the Curtis Peck, to challenge any boat to pull against the Curtis Peck, one turn round the flag on the Chelsea Course, or to pull five miles, for five hundred to one thousand dollars. The amount will be deposited in the subscriber's hands. The match to come off any day within a month, and the challenge to lie open till Saturday next. O. A. TART. Chelsea, August 17, 1843."

CHARLESTON, S. C., REGATTA.

In the month of November, 1851, a number of gentlemen from New York visited Charleston, South Carolina, for the purpose of witnessing the regatta which came off in that city on the 17th and 18th of November, 1851. The party went out and returned in the steamship Marion, Captain M. Berry. The New York Regatta Club was represented by Charles McCay, Thomas C. Burns, T. Nesbitt, P. Closey, J. Wessels, C. J. Thoma, B. Duffy, James Lee, P. Lynch, W. H. Decker, and others. They took with them a new four-oared boat called the New York, and the Julia, a three-pair scull-boat, both built by C. J. Thoma. In their races these boats were rowed by James Lee, Charles Thomas, P. Lynch, and Hugh Burns. A different party carried out the four-oared boat George Washington, built by John Letts. The first day's races were for purses of five hundred dollars, three hundred dollars, and two hundred dollars.

Shortly after twelve o'clock, the boats entered for the first prize—a purse of five hundred dollars—passed the judges' stand to the starting-point—a distance of three quarters of a mile—where they were drawn up in the following order: Randolph Spalding, Darien, Ga., entered the Becky Sharpe, forty-three feet, eight oars; Charles J. Baily, Wadmalaw Island, S.C., entered the Wrecker's Daughter, forty feet, fourteen oars: Capt. M. Berry, New York, entered the New York, forty feet, four oars; Capt. Ross C. Davis, North Carolina, entered the North State, forty-five feet, six oars; E. M. Clarke, of St. Andrew's, S. C., entered the Unknown, forty-four feet, sixteen oars; Capt. Dickinson, New York, entered the W. W. Woodworth, thirty-six feet, six oars. At the second report of the cannon they all got off well, but before they had proceeded far, it was evident that the race rested between the Becky Sharpe and the North State, and to the pride of the Altamaha, the Becky Sharpe, was the purse awarded, she having accomplished the distance in the short space, considering the wind prevailing at the time, of six minutes, beating the North State, which came in second, easily by four

lengths. The New York was third, the Unknown fourth, the Wrecker's Daughter fifth, and the W. W. Woodworth sixth.

For the second race, for a purse of one hundred and twenty-five dollars, the following boats started : Dart, of Beaufort, S.C., twenty-eight feet long, eight oars ; Confidence, of Edisto Island, twenty-eight feet, eight oars ; J. C. Booth, of New York, thirty-six feet, four oars ; the Julia, of New York, three pair sculls, twenty-eight feet long ; and the Shark, of Darien, Ga., twenty-eight feet long, six oars. The Julia won this race by a length and a half, the J. C. Booth was second, the Confidence third, and the Beaufort boat fourth. A Charleston paper thus alluded to the crew of the Julia : "The science exhibited by her crew elicited loud applause from the numerous spectators, who seemed delighted that their New York visitors were rewarded for their spirit in coming so far to add to and participate in the regatta."

For the third race of the day, for two hundred dollars, the starters were the R. T. Gibson, Phantom, Wild Goose, J. J. Du-four, George Washington, Violet, the Lightning, and the Marion. The Violet was the winner, the Marion, rowed by the Julia's crew, who had also rowed in the previous race, was a close second, three-fourths of a length astern : the Wild Goose was third.

Second Day.—For the first race, the following boats were entered, and in the following order : Violet, thirty-five feet, six oars, entered by S. M. Bailey, Charleston ; Wild Goose, thirty-six feet, eleven oars, entered by H. M. Seabrook, Edisto Island, S. C. ; Kate Kenan, forty feet, six oars, entered by Randolph Spalding, Darien, Ga. ; Southerner, thirty-five feet, entered and rowed by W. H. Decker, N. Y. ; Tariff, forty feet, fourteen oars, entered by A. J. Clarke, Edisto Island, S. C. ; The Floyd, thirty-eight feet, six oars, entered by Dr. James P. Screven, Savannah, Ga. ; Marion, thirty feet, four oars, entered by Captain Berry, of steamship Marion ; Wrecker's Daughter, forty feet, fourteen oars, entered by Charles J. Bailey, Wadmalaw, S. C.

At one time the Violet seemed to lead, again the Kate Kenan vied to seize and carry off the victory, but at the last stretch and within, perhaps, the last two hundred yards, the Tariff seemed

imbued with an onward impulse which defied all emulation, and brought her across the goal one half length ahead of her nearest rival, the Kate Kenan. The others arrived in the following order: Violet, Floyd, Wild Goose, Wrecker's Daughter, and Marion, all pressing closely on the one ahead.

Second Race.—Purse, \$100. Pilot, twenty-two feet, Lee and Gladden, Charleston. Coquette, twenty-two feet, J. Walpole, John's Island, South Carolina. Sylph, twenty-six feet, Osma Bailey, Wadmalaw, South Carolina. American Boy, twenty feet, W. H. Decker, New York. Charleston, twenty-four feet, Thos. Daniels, Charleston. J. W. Booth, twenty-six feet, Captain Dickinson, New York.

There was a beautiful start, the boats getting off exactly together, but the J. W. Booth soon took the lead and kept it until the close of the race, coming in at least one hundred yards ahead. The Sylph was second, and the rest nowhere. Time, 7.37.

Third race.—Purse, \$150. Yellow Jacket, twenty-eight feet, J. J. Chisolm, Beaufort. Julia, twenty-eight feet, Captain M. Berry, New York. George Washington, thirty feet, Captain Dickinson, New York. Southerner, thirty-five feet, W. H. Decker, New York.

This was another beautiful start, but in half-a-dozen strokes the Julia was a clear length ahead of her competitors, and kept this position until near the close of the race, when the George Washington passed her, winning in 6.25. Thus terminated the first Charleston regatta, which was a success, and reflected the highest credit upon the gentlemen who originated it.

THE RACES OF THE GEORGE J. BROWN CREW.

September 6, 1860.—The first four-oared race in which they rowed was at Poughkeepsie, on September 6, 1860, in which there were three contestants, viz. the George W. Shaw, alias Stranger, of Poughkeepsie, forty feet long, rowed by Wm. Stevens, Homer Wooden, John Best, and Ezekiel Beneway; Judge

Voorhies, of Brooklyn, thirty-eight feet, rowed by Chas. Wethorell, William, Thomas, and James Sellars; and George J. Brown, of New York City, thirty-six feet, rowed by Dennis Leary, John, James, and Bernard Biglin, which was won by the George W. Shaw, after a spirited and well contested race by the Brown, in thirty-two minutes ten seconds, beating the Brown five seconds, the Voorhies being distanced.

September 10, 1860.—Their next race was on Monday, four days later, in the Empire City Regatta, in which there were three boats entered, all of which started, viz. the George W. Shaw, of Poughkeepsie, rowed by William Stevens, Homer Wooden, D. Le Roy, and Ezekiel Beneway; Hop-Up, of Greenpoint, Long Island, rowed by Oscar Teed, William Boggs, Henry Osburn, and William H. Hayes; and George J. Brown, of New York, rowed by Dennis Leary, John, James, and Bernard Biglin. In this race the odds were freely offered two to one against the Brown, by the friends of the other crews. The Hop-Up took the lead in this race, followed closely by the Shaw, while the Brown brought up the rear. This was a very close and exciting race between the Brown and Shaw, they rowing side by side for a mile and a quarter. The Brown finally shook off her troublesome competitor and took the lead, which she kept to the end of the race, making the five miles in the unprecedented time of thirty minutes forty-four and three-quarters seconds, being the fastest measured five-mile time ever made in American waters, beating the Shaw fifteen seconds, the Hop-Up being distanced.

July 4, 1861.—They entered in the Boston City Regatta in which eight boats were entered, six of them hailing from Boston, viz. the Quickstep, Montezuma, Fearless, Hickory, Unexpected, and Volunteer, and the Stranger, of Poughkeepsie, and the George J. Brown. This race was altogether between the Brown and Stranger, they taking the lead early in the race, leaving the others far in the rear. They had a very close race to the upper stake-boat, which they reached at the same time, and the Brown having the inside turn, got foul of the stake-boat, which mishap enabled the Stranger to obtain such a lead

that the Brown could not overhaul them until they reached the winning stake. The time made in this race by the Stranger was twenty minutes seven seconds, the Brown twenty minutes sixteen seconds, Quickstep twenty minutes forty-three seconds. The crew of the Stranger were William Stevens, Homer Wooden, D. Le Roy, and Ezekiel Beneway; the crew of the Brown were Dennis Leary, John, James, and Bernard Biglin; the crew of the Quickstep were Long, Swan, Driscoll, and Hurley.

September 16, 1861.—They rowed on the Harlem river, in the seventh annual regatta of the Empire City Regatta Club. In this race there were only two four-oared boats entered, viz. the George J. Brown, of New York, rowed by John J. Eckerson, John, James, and Bernard Biglin; and the Judge Voorhies, of Brooklyn, rowed by Dennis Leary, William, James, and Thos. Sellars. In this race the Brown took the lead, which she kept to the end of the race, winning in thirty-six minutes thirty-eight seconds. The Voorhies four lengths behind.

July 4, 1862.—Their next race was at the Boston City Regatta,

In this race there were four entries: the George J. Brown, of New York, and the Union, Tickler, and Hickory, of Boston, the Brown winning in twenty-one minutes one and a half seconds, the Tickler coming in second, in twenty-one minutes six and a half seconds, the Union third, in twenty-one minutes fifty-six seconds, the Hickory distanced.

June 20, 1863.—They competed in the Beacon Cup Regatta, at Boston, which was for four and six-oared boats, with an allowance of fifteen seconds per oar in favor of the four-oared boats. There were three boats entered for this race, all of which contended, viz. the George J. Brown, of New York, rowed by John J. Eckerson, John, James, and Bernard Biglin; the George B. McClellan, of Boston, rowed by George Faulkner, C. O'Brien, M. Foley, and P. Foley; and the Harvard "66," of Harvard College, rowed by E. Farnham, H. G. Curtis, T. Nelson, N. Lawrence, F. Crowninshield, and C. H. McBurney. In this race the Brown was again victorious, making the three miles in nineteen minutes forty seconds, the McClellan being

second, in nineteen minutes fifty seconds, the Harvard coming in third. Leary did not row in the Brown on this occasion, he rowing with Hamill in the double-scutt race, which they won in fine style.

July 4, 1863.—They next rowed in the Boston City Regatta, in which there were six boats entered, but only four started, viz. the George J. Brown, of New York, rowed by John J. Eckerson, John, James, and Bernard Biglin; the George B. McClellan, rowed by George Faulkner, John Lambert, John Morris, and Thomas Scott; the Henry Foll, rowed by M. Fox, J. Donovan, J. Hurley, and C. Driscoll; and the General Meade, rowed by Monahan, Stevens, McKenna, and Graham. In this race the McClellan came off the victor, winning the race in twenty minutes twenty-nine and a half seconds; the Brown coming in second, in twenty minutes forty-one seconds; the General Meade third; the Henry Foll being distanced. It is well to state that the crew of the Brown left their boat in Boston on the 20th of June, after the Beacon regatta, and had not been in her until the morning of the race; consequently they were wholly out of training. They were also entered for the six-oared race, which was to come off after the four. In this race there were three boats entered, all of which started, viz. the James McKay, of Poughkeepsie, rowed by William Stevens, Homer Wooden, J. Stevens, John Hanco, J. Delaney, and Ezekiel Beneway; Harvard "Sixty-Six," of Harvard College, rowed by E. Farnham, H. G. Curtis, F. Nelson, N. Lawrence, Frederick Crowninshield, and C. H. McBurney; and the P. L. Tucker, of New York, rowed by John J. Eckerson, William Burns, Dennis Leary, John, James, and Bernard Biglin. This race was very soon decided; the Brown's crew, feeling very much chagrined at losing the four-oared race, determined to win this. After the start they soon took the lead, which they kept to the end of the race, winning easily in twenty minutes eight seconds; the "Sixty-Six" coming in second, and the McKay third.

September 11, 1863.—Their next race was at Troy, in which the Brown was again defeated by the Stranger, the Brown's crew

having been competitors in three races previous to the four-oared race, viz. the single, double, and six-oared races. The crew of the *Stranger*, being fresh men, had a very easy race but no great victory.

July 4, 1864.—They competed at the Boston City Regatta, in the six-oared race. It being too rough for them to row their four-oared boat, they declined to row. In the six-oared race there were three entered, all of which started, viz. the *P. L. Tucker*, of New York, rowed by John J. Eckerson, William Burns, Dennis Leary, John, James, and Bernard Biglin; the *Amphitrite* of Boston, rowed by J. Hattan, M. Fox, George Faulkner, P. Shaughnessy, L. Brennan, and P. Foley; and the Sophomore Class "*Sixty-Six*," of Harvard College, rowed by F. Crowninshield, E. D. Wilkinson, Wm. Blakie, S. A. B. Abbott, E. H. Clark, and C. H. McBurney. The *Tucker* took the lead in this race, which she kept to the end, winning in twenty-two minutes four seconds; the "*Sixty-Six*" being second, in twenty-two minutes thirty-four seconds; the *Amphitrite* being distanced.

July 30th, 1864.—They rowed in the Citizens' Regatta, at Worcester, in the four and six-oared races, winning both. In the four-oared race there were only two entries, and it was nothing more or less than a match race. The entries were the *George J. Brown*, of New York, rowed by Dennis Leary, John, James, and Bernard Biglin; and the *George B. McClellan*, of Boston, a new boat built by Roberts expressly for this race, and rowed by George Faulkner, John Evans, James Hattan, and James Fox. The *Brown* took the lead, which she kept to the end of the race, winning the prize in just twenty minutes, beating the *McClellan* three seconds. In the six-oared race there were only two contestants, viz.: the *P. L. Tucker*, of New York, and the Harvard "*Sixty-Six*," of Boston, the *Tucker* winning in nineteen minutes five seconds, beating the Harvard six seconds. The crews of these boats were the same as rowed at Boston on the preceding 4th of July.

August 17, 1864.—This was the date of their great match with the *Twilight*, of Pittsburgh, for one thousand dollars

a side, at Poughkeepsie, which they won in handsome style, in thirty-three minutes thirty seconds. The crew of the *George J. Brown* were Dennis Leary, John A. Biglin, James H. Biglin, and Bernard Biglin. The crew of the *Twilight* were W. Campbell, Jacob Menger, A. W. White, and Joseph Bash.

July 4, 1865.—They made their usual visit to Boston. In this regatta they were entered for the four and six-oared races, but had to return home without rowing the six-oared race, on account of their Harvard friends declining to row against them, and one boat could not make a race. There were four boats entered for the four-oared race, but only two rowed into line, viz. the *Samuel Collyer*, of New York, rowed by John A. Biglin, James H. Biglin, Dennis Leary, and Bernard Biglin; and the *George B. McClellan*, rowed by George Faulkner, John Lambert, John Morris, and Thomas Scott. This was a six-mile race; the *Collyer* winning in forty-three minutes thirty-two seconds, beating the *McClellan* fifteen seconds. This was their last, until the great race on the 18th of July, 1865, with the *Floyd T. F. Field*, at Poughkeepsie, which was for three thousand dollars a side and the championship of American waters.

In this race, which was witnessed by from ten to twenty thousand persons, the *Collyer* was rowed by John Biglin (stroke), James H. Biglin No. 2, Dennis Leary No. 3; and Bernard Biglin (bow). The *Floyd T. F. Field* was rowed by William Stevens (stroke), Homer Wooden No. 2, William Burger No. 3, Ezekiel Beneway (bow). This race was the "old story o'er again," the *Collyer* taking the lead before one hundred yards were pulled, and holding it over the entire five-mile course, winning in easy style in thirty-seven minutes ten seconds. We annex their weight, age, etc.: John A. Biglin, stroke, aged twenty-five; weight, one hundred and fifty-five pounds; height, five feet nine inches; born in Cambria co., Pa. James H. Biglin, aged twenty-eight; weight, one hundred and forty-six pounds; height, five feet eight and one fourth inches; born in New York city. Dennis Leary, aged twenty-seven; weight, one hundred and forty-six pounds; height, five feet eight and one-fourth inches; born in New York city.

Bernard Biglin, aged twenty-seven; weight, one hundred and forty-five pounds; height, five feet nine inches; born in Cambria co., Pa.

ROWING CAREER OF JAMES HAMILL.

James Hamill is a native of Pittsburgh, having been born in that city in 1838, and is now in his twenty-eighth year. He is about five feet six inches high, but immensely muscular about the chest. His usual weight is about one hundred and seventy pounds, but when in rowing condition his weight is about one hundred and fifty pounds. Hamill won his first race at the age of seventeen.

"In 1855 he was duly installed as coxswain of the Nonpareil, of which his brother John was the stroke oar. The Nonpareil was matched against the Peytonia, and won. In the same year John Hamill and James were matched to row a double-scutt race against Thomas Sloan and John Esplin, for fifty dollars a side. Hamill's boat was called the Swallow, whilst that belonging to Sloan and companion was called the Bonnets o' Blue, the former of which won the race by a minute and a half. Hamill's next appearance was in 1856, at a regatta in the Alleghany river, where he took part in a four-oared race in a new boat called the Woodward, the crew consisting of himself, James Barclay, John Hamill, and George Deary. They rowed against the William H. Darling and the Isaac Gullet; the prize being a silver cup, won by the Hamill crew easily. The William Jackson crew, not having been able, from some cause, to take part in this contest, challenged the winners for one hundred dollars a side, to row at Pittsburgh, which challenge was duly accepted by Hamill and party; but on the day of the race they were defeated, owing in a great measure to their having carried a coxswain, which their opponents did not. Shortly after this

Hamill took part in another four-oared race, in the Peerless, manned by himself, Henry Tatnell, George Deary, and John Hamill, against the Petrel crew, for fifty dollars a side. The race came off over the three mile course at Pittsburgh, and resulted in the easy victory of the Peerless.

"In the latter part of 1856, he and his brother John rowed the Dick Fulton against the Hornet, manned by Robt. Jackson and Fred. Wolfe, for twenty-five dollars a side. Hamill's boat was one hundred and twenty-five pounds weight, whilst Jackson's only weighed one hundred pounds. To add still further to the disparity between the competing craft, the Hamills had a coxswain exactly the same weight as their boat, whilst Jackson and Wolfe dispensed altogether with the services of a coxswain. On the day of the race they rowed side by side for the first half mile, when the Hornet fouled the Dick Fulton, and the latter was awarded the prize. In 1857 the Hamill brothers contested at the Alleghany County Association Regatta in the spring of the year, against a boat called the Leander, whose crew consisted of Fred. Wolfe and Mark Campbell, for a prize of fifty dollars, which was won by the Hamills by about a couple of lengths. They pulled in the Highland Maid. Wolfe and his partner challenged Hamill to row another race in three weeks from that time, for fifty dollars a side. On the day of the contest there was a strong wind blowing, which had a telling effect on Hamill's boat; the consequence being that Wolfe and Campbell beat them easy.

"Hamill's first single-scutt race was with Fred. Wolfe. Hamill's boat was a two-oar razed to a single scull, and weighed ninety-five pounds, while Fred's boat weighed but forty-five pounds. Hamill won the three miles in twenty-six minutes thirty seconds. This was in the latter part of '59. He also beat Wolfe on August 4, and again on August 18, 1860. William Jackson challenged Hamill in '60, but was defeated after a hard struggle. Jackson pulled the Hornet, Hamill the Wasp. All of the above were three-mile races. In the summer of 1861 he rowed William Campbell a three-mile race over the Pittsburgh Course for

fifty dollars a side ; Hamill won by about six lengths. Campbell not being content with his defeat, challenged Hamill again, and fixed the distance at two miles (over the same course), thinking that he would probably stand a better chance at the shorter distance. To 'make assurance doubly sure,' he had a new boat built, which he called the Sylph, while Hamill rowed in the same one, the Moonlight, in which he rowed the previous match. The race was for fifty dollars a side, and was also won by Hamill."

These numerous youthful races, rowed in the vicinity of Pittsburgh, gained for him merely a local reputation ; and it was not until his appearance in the Boston Regatta of the Fourth of July, 1862, where he won the first prize, seventy-five dollars in gold, that his name began to be known to the American aquatic public. It was in this race that he came in so far ahead of Doyle, the crack Boston oarsman, that the judges thought he had only rowed a short distance and returned. Firmly under this impression, they declined to fire the customary gun of victory, and saluted Doyle, who came in second, a long distance astern. The latter immediately pulled alongside of the judges' yacht, and informed them that Hamill had rowed the entire course. The writer was on board of the judges' yacht upon this occasion, and can vouch for the veracity of this circumstance, which is often rehearsed in rowing circles.

On his return to Pittsburgh a number of the members of the Undine Club backed Hamill in a challenge to Joshua Ward, considered the best oarsman in America. Two matches were arranged, one three and the other five miles, to take place on the Schuylkill, at Philadelphia, on the 13th and 14th of August, 1862. The betting was one hundred dollars to seventy-five dollars on Ward, but Hamill won in both races. In June, 1863, Hamill went again to Boston, and on the 20th of that month won the first prize in the Beacon Club Regatta, single-scutt, and with Dennis Leary, one of the Brown crew, won the first double-scutt prize. He remained in Boston until the Fourth of July, when he again took the first single-scutt prize in the City Regatta, and, with Leary, the double-scutt prize also. In the meantime

Ward, not satisfied with his previous defeats, challenged Hamill to row for a purse of five hundred dollars. The race took place at Poughkeepsie, on the 23d of July, 1863, shortly after the Boston races, and Hamill was defeated. The best time made in this race was forty-two minutes, while in the Philadelphia Races, Hamill won in thirty-seven minutes.

Returned to Pittsburgh, he commenced practising, and challenged Ward to row for a purse of two thousand dollars. The race took place in September, at Poughkeepsie, and Hamill won in thirty-seven minutes and thirty-eight seconds. After this race Hamill contemplated a visit to Europe, to try conclusions with the champion oarsman of the Thames, but Joshua Ward challenged him for another contest, for a purse of one thousand dollars. The race took place on the Monongahela Course at Pittsburgh, July 19, 1864, when Ward was again defeated. Hamill next appeared in the Boston Regatta, July 4, 1865, and won the first prize for single sculls quite easily. In this regatta his brother John Hamill and William Jackson, of this city, won the double-scutt prize without much effort.

On Saturday, September 30, the regatta got up by the citizens of Pittsburgh took place opposite the city, in which the Pittsburgh four-oared crew, Messrs. James Hamill, John Hamill, William Jackson, and Fred. Wolfe, won, against the New York crew, the Biglin brothers, John Blue and J. J. Eckerson, for a purse of seven hundred dollars, the five miles being rowed in thirty-two minutes twenty-six seconds.

After this Hamill remained quiet for some time, no one apparently being desirous of questioning his right to the title of champion of American waters. Accordingly Hamill issued a challenge to row Kelley in England a straight race of five miles, provided the choice of the course was granted him, and in the event of his (Hamill's) winning, to row him a second match over the customary course on the Thames. Kelly having signified his willingness to accept Hamill's proposition, the latter, after being handsomely entertained in Pittsburgh, Philadelphia, and New York, left on Saturday, April 21, for England, on board the

steamship City of New York, Captain Leach. Hamill was accompanied by Messrs. William H. Bray, who went out as a special correspondent for the New York *Clipper*, and John Hamill and James Laughlin.

As the City of New York steamed away for the shores of Old England, the large number of his friends and well-wishers, who had assembled at Pier 44, North River, to witness his departure, gave him and his party hearty rounds of applause. Hamill crossed the Atlantic in safety, and was received with warm-hearted hospitality, courtesy, and frankness. Without any trouble it was soon mutually agreed to row two races for £250 a side each race. The first race to be a straight one of four miles and seven hundred and fifty-five yards; the second race to be five miles—two and a half miles to a stake-boat and return. Both races to be rowed on the Tyne, at Newcastle, and to take place on the fourth and fifth days of July, 1866. Hamill received £100 as an equivalent for rowing the races in England. The following extracts are from Mr. Bray's reports in the New York *Clipper*:

First race, Wednesday, July 4. The start: Having manoeuvred their respective boats into position of bow and bow, amid what may be truthfully termed an "awful silence," by mutual consent, the twain, at 7.39 A.M., darted off, Kelley gaining a trifling lead almost instantly, to the murmur of subdued hurrahs from the multitude, and "They're off!" was echoed and re-echoed from thousands of throats. And now the struggle began, Kelley pulling a long, steady, powerful sweep, while Hamill, with very little motion of body, vigorously and rapidly dipped his sculls, and for a time made rapid headway, overhauling his opponent, and some say, passed him; but I think he did not. The exultation of the American party on the referee's boat at this period, I am told, was great, and they thought surely that their tried and true little hero was going on conquering and to conquer, and they even offered bets of £100 even, but were not taken up, lucky enough for them. This effort of Hamill's to overtake Kelley seemed to distress him, and his strokes fell off in vigor

and rapidity, so that, notwithstanding the urging on of Jack Clasper, immediately behind him in the cutter, and of his friends ashore and afloat, he seemed unable to make rapid headway, *the slacking of speed being quite noticeable when his sculls would be out of the water.* Kelley, on the contrary, with an elastic stroke, made his boat glide through its element gracefully, so that after the first mile the race may be said to have been over; for from a dozen boat's lengths ahead here, he gradually drew away until an eighth of a mile separated them. For the first three miles at least, Kelley "pulled all he knew," evidently trying to make a sure thing of it, while Hamill pluckily struggled and strove manfully behind to alter the state of affairs, if possible; but it was "no go," and Kelley reached the goal at Leamington Point nearly or quite six hundred yards ahead, his time being thirty-three minutes twenty-nine seconds. The race was fairly won, and neither Hamill nor his friends have one word of complaint to make, for the morning was fine, the course unobstructed, and the water smooth enough, barring a little stirring up it got at the start by the steamboats. It is due to Kelley to say, that instead of pulling off when at his journey's end, he waited until Hamill came up with him, when they shook hands heartily. Both men then got on board the referee's boat, when Kelley collected the sum of eight pounds for Hamill, and handed it over to him, much to his surprise, for, being unused to that sort of thing, he looked up with an air that seemed to express, "What shall I do with it?" However, he accepted it gracefully, and then turned to his backer, Mr. Brown, and handed him the money, with the exclamation, "There, you take it."

Second race, Thursday, July 5th: On reaching the news boat, the *Clipper's* special saw about the same persons, and the same panorama, saving that there did not seem to be nearly as many people, the weather being rainy, and many anticipating the result, leaving no doubt as to the comparative paucity of numbers. Punctual to the time, 8.30 A.M., the men could be seen from the steamboats on the Mansion House Quay preparing for the fray, and when they had doffed their superfluous clothing,

they embarked and darted like arrows, as it were, to the place of starting, their respective cutters having already preceded them. Several minutes were "cut to waste" in pulling back and forth to keep from getting chilled, when they adjusted themselves bow and bow, and then, by mutual consent, off they darted for their two and a half miles and return, Hamill pulling a longer and less rapid stroke than on the previous day, while Kelley retained his usual style and stroke. The start, which took place at 9.20, was, like the preceding, a remarkably even one, the bow of Kelley's boat, which was something longer than Hamill's, appearing a few inches in the van. Both men pulled with a will, and although Kelley drew a short distance ahead, Hamill, as if to redeem his promise to do his uttermost to win, came up even with his man a hundred yards or so from the start, and stuck to it with such determined vigor that the Americans and Hamill's Newcastle friends thought that this time victory would alight on the stars and stripes. Alas for human hopes, however, which are so frequently doomed to be thwarted, the effort seemed to have tasked Hamill's powers too much, and Kelley pulling with greater vigor than ever, again drew in front, although he had far greater difficulty in shaking Hamill off than on the preceding day. In fact, for almost the first mile, Hamill prevented daylight being seen between the boats from a position abreast; but eventually Kelley succeeded in making a gap and widening it, until presently, at the end of the first mile, he deemed it safe to pull in front of Hamill and give him the benefit (?) of his wash, and then the race, so far as the final result was concerned, seemed to be all over, as indeed it was; for, in spite of several determined sprints by Hamill, and much better pulling generally than on the previous day, Kelley kept on gaining a greater distance ahead, at one and a half miles being a dozen lengths in the advance, and at two miles many more, and rowing within himself, while Hamill struggled bravely on in the rear. On nearing the point where the stake-boats were moored off "Paradise Quay," Kelley took a wide sweep round and turned his boat at his leisure, and met Hamill on his upward trip, about two hundred and fifty yards

from the boats. Hamill, seeing the vast distance between them, and the utter futility of continuing the struggle, here made up his mind to withdraw, and slackening his speed, pulled around the same boat that Kelley did, on his return. Sculling slowly down the river about a quarter of a mile, he pulled ashore on the Gateshead side, near to a public-house called the "Countess of Coventry," where he was joined by his brother John and several friends. Kelley, in the meantime, had gone on his way rejoicing, and although out of sight to the press gang, returned to the starting-point in thirty-six minutes, evidently abating his speed but very little.

During Hamill's stay in England he made many friends, and created a favorable impression by his modest demeanor. On the Tuesday after his last race, Hamill, his brother John, and Laughlin, were entertained by the members of the Albion Rowing Club, and each presented with a gold medal, as a token of the esteem in which they had been held by the Newcastle people during their stay in that town. The presentation took place at the house of Mr. Stephenson, Nun's Gate, Newcastle. On Wednesday evening Hamill appeared, according to invitation, at the Tyne Concert Hall, Neville street, and was presented with a gold signet ring by Mr. Anderson, of the Oxford Music Hall. At a later hour in the evening he was also presented with a gold medal, on which was engraved: "Presented to Mr. James Hamill, together with a purse of gold, by a few of his admirers in Newcastle-on-Tyne. Oxford Music Hall, Newcastle-on-Tyne, July 11, 1866." The purse contained £20. The presentation was made by Mr. J. Bagnall.

On Thursday night a party of about forty gentlemen also entertained Hamill, his brother John, and Laughlin, at Mr. Harry Clasper's Hotel, Scotswood-road, Newcastle, and in the course of the evening made him another present in the shape of an elegant gold hunting lever, with massive chain and seal. Its inner case has the following complimentary inscription:

"Presented to James Hamill, Aquatic Champion of America, as a mark of respect from his friends in Newcastle, England, for

the honorable and manly manner in which he conducted himself when residing there; and for the honest and straightforward way in which he rowed two races on the Tyne, July 4 and 5, 1866."

Previous to Hamill's departure from England he addressed the following letter to the editor of the Newcastle *Daily Chronicle*:

"DEAR SIR:—I would like to express, through your columns, to the people of Newcastle, Gateshead, and Tyneside generally, my most sincere thanks for their kindness to me and my countrymen since we came to this country. We came to England entire strangers. We were met, immediately we landed at Liverpool, by Newcastle friends, and from the first day we touched your shores to the present hour, we have experienced nothing but unvarying kindness from every one, and from all classes. I have especially to thank the River Tyne Commissioners, the River Police, and those in charge of vessels, for their efforts to secure for both the races a fair course. To the press of this district I also wish to give my warmest thanks for the generous manner in which they have always spoken of me. And last, but not least, I wish to express my acknowledgments to the backers of Mr. Kelley, for the fair manner in which they have conducted all the arrangements for the two matches. I have been fairly beaten over a clear course, in a fair and honorable contest. I have nothing to complain of in any way, and cheerfully admit that I was beaten by my opponent in a fair and honest struggle. I would scorn to seek to cover my defeat by making excuses or hatching apologies. I would like, however, to have another trial, and I hereby offer to any Englishman who will come to America—as great a distance from his home as I have come from mine—to row him on one of our smooth rivers, after our mode of conducting races. I and my friends will promise any Englishman who will do this that we will do our best to secure for him as fair treatment as I have experienced in Newcastle. In conclusion, I beg once more to return my own and my associates' thanks to the people of Tyneside for their great kindness to us all while we have lived amongst them. "Yours very truly,

"JAMES HAMILL."

James Hamill arrived home in the city of New York on Monday, July 30. As soon as the steamer had cast anchor in the North River a committee, together with several gentlemen from Pittsburgh, Pa., went out to the steamer in a tug, and escorted him on shore to the Great Eastern House, where an hour or two was passed in pleasant social intercourse, and in welcoming him "home again."

Hamill looked well, but was heavier and stouter than we ever saw him previously. He spoke frankly of the two races he pulled on the Tyne, and we were glad to learn that he had experienced the strictest fair play on both of the days in which he was defeated by Harry Kelley, and found true and warm friends from the moment of his arrival in England until his departure. He attributed his bad defeats to several causes—the principal one being that he was overtrained, in his anxiety to be in as perfect condition as possible. He was also nervous and excited when he thought of the hopes of his American friends and the responsibility of his undertaking; and there is not any doubt but that in private or alone he could have rowed a great deal better race. But these reflections are all futile now; and the best way is to follow Hamill's example and frankly own up to Kelley's superiority and fairly-won victories.

While Hamill did not say he could alter the result, he is confident that two weeks before the race he was capable of rowing Kelley a closer and more creditable race. On the 9th of June, Hamill, in the single-scutt shell that Kelley beat Chambers in for the championship, in the autumn of 1865, rowed upon the Tyne, from the High Level Bridge to Scotswood Bridge, a distance of three and a half miles, less one hundred and twenty-five yards, in nineteen minutes forty-five seconds, with wind and tide favorable. In two subsequent trials, within a few days of the first, he pulled the same course in dead water, with nothing in favor, in twenty-one minutes forty-one seconds, and twenty-one minutes forty-five seconds. These trials were made and timed in the presence of Messrs. Brown, Wilkinson, and Blaikie, who accompanied him over the course, and were the principal backers of Chambers in

his great race with Kelley. Chambers's best time for the same course and distance is twenty-two minutes. The day of the race Kelley was twenty-five minutes rowing the distance, and a long way ahead.

After a few days' sojourn in New York and Philadelphia, Hamill and his party reached Pittsburgh on the 3d of August, and were met at the outer depot by the Reception Committee, who escorted them to their carriages. The procession was under the chief-marshalship of John Paisley, assisted by Alexander Murray and William McClure, and formed in the following order, headed by a brass band: Duquesne Hose Carriage, forty-eight members, in fire-dress; Duquesne Steam Engine, drawn by two horses; Vigilant Hose Company; Hose Carriage of the General Grant Fire Company, of Allegany City; and Stewart Hook and Ladder. After the fire companies came some thirty carriages. In the evening a complimentary benefit was tendered Hamill by his friends, at the Academy of Music.

JOSHUA WARD.

Joshua Ward, who for so long a period was the champion oarsman of America, was born in Newburgh, May 11, 1838. He is six feet in height, and weighs, when in racing condition, about one hundred and sixty pounds. The first race in which Joshua Ward ever rowed was in the Newburgh regatta of the Fourth of July, 1857, in the double-scutt race, himself and Henry Ward winning the first prize, in the Fanny Fern; distance, four miles; time, 33.30. On Monday, August 9, 1858, in the second annual regatta of the Richmond County Regatta Club, Ward and Shaw won the first prize, \$75, in the double-scutt race in the John C. Gazzlay. July 4, 1859, in the Newburgh Regatta, Ward rowed in the Dan Bryant, which boat won the second four-oared prize, the Frank G. Wood winning the first. August 15, 1859, in the third annual regatta of the Richmond County Regatta Club, off Burns's Nautilus Hall, Staten Island, Ward rowed in the Dan

Bryant, winning the first prize of \$100, in the four-oared race. September 20, 1859, he won the first prize in a regatta of four and one half miles, in Newburgh bay, his competitors being John Hancon and others. This was his first single-scutt victory of any consequence. At this time, and in fact for a long time afterwards, John Hancon ranked high as an excellent oarsman, and this victory immediately centred the attention of rowing critics upon Ward. On Tuesday, October 11, 1859, he entered in the regatta from off T. C. Burns's Nautilus Hall, Staten Island, for a purse of \$100, and the champion's belt. His competitors were Fay, Daw, and Hancon. Ward rowed in the Mayor Morton, twenty-five feet long; built by T. Donohue. Ward took the lead early in the race, turned the two and one half mile stake-boat thirteen seconds ahead of Fay, and came home in the remarkable time of *thirty-five minutes and ten seconds*. This time has never been equalled by any oarsman in this country. The course was full five miles, and was regularly surveyed by the United States revenue cutter Harriet Lane, Captain Faunce, to oblige Mr. Thomas C. Burns. The champion sculler's belt was manufactured from solid silver; thirty inches in circumference, three inches wide, and weighed twenty ounces. It was designed and manufactured by Messrs. Tiffany & Co., of Broadway. A border of rope ornamented the edge of the belt, while in front the United States coat-of-arms was elegantly engraved. Upon the body of the belt, aquatic contests between single-scutt, four and six-oared boats, as well as yachts, were tastily portrayed. October 24, 1859, Charles river, Boston. Ward won the first prize, \$200, and two silk flags, in 23.16. Distance, three miles. July 4, 1860. In the regatta off the Battery, New York, he won the single-scutt race in a field consisting of Fay, Daw, and Hancon.

On Wednesday, July 25, 1860, in the Citizens' Regatta at Worcester, Ward entered in the Oscar Teed, in the single-scutt race. His competitors were Thomas Doyle, T. C. Wells, and L. Kingsley. Ward won without much effort, in 15.17½; distance, two miles. The last race was for four and six-oared boats; distance, three miles. Prizes, \$100 and \$50. The Union and

Quickstep, four-oared, of Boston, and the Yale and Gersh Banker six-oared, started. The Banker was rowed by Joshua Ward, stroke; George W. Shaw, R. Marvel, W. Tuttle, C. Sarvis, and, Peter Hunt, all of Newburgh. The Banker won in 18.37, being the best three-mile time ever made in this country. On the 5th of September, 1860, he rowed stroke in the Banker, at Poughkeepsie, and was defeated by the McKay, six-oared, of that city. On the 6th he started in the single-scutt race at Poughkeepsie, but being out of condition was obliged to withdraw. On the 12th of October, Ward won a single-scutt race at Albany, three miles, in 24.52. Soon after his friends offered to back him against the then celebrated Robert Chambers, of England. But owing to the disturbed condition of our country by the civil war this international match was broken off, but not through any fault of Ward's. In 1860, at the Boston Fourth of July Regatta, he won the single-scutt race with ease. November 5, 1860. Poughkeepsie Course. Ward and Burger. Ten miles for \$500. Won by Ward; time, one hour and twenty-three minutes. At the Poughkeepsie Regatta, September 20, 1861, he won the single-scutt race in 40; distance, five miles. On the Fourth of July, 1862, he won the first prize in the regatta at Hudson. September 13 and 14, 1862, he was defeated by Hamill, upon the Schuylkill, in three and five-mile races. July 23, 1863, he rowed a match race with Hamill, at Poughkeepsie. Ward won in 42.29. The race was for \$500 a side. Distance, five miles.

October 12, 1860.—At the Albany Regatta, Ward won the first prize, \$75, in the Oscar Teed, in the single-scutt race; distance, three miles, in 24.52. John Hancon, in the William R. Hills, won the second prize, in 25.38. P. Lynch was third, in 25.58. July 4, 1860.—Regatta off the Battery, New York. Ward won the first prize for single-scutt. Fay came in second, Hancon third, Daw fourth. September 2, 1861, he won the first prize in the regatta at Cornwall. July 4, 1862, in the regatta at Hudson, New York, he won the single-scutt race in 43. September 28, 1863, he rowed again with Hamill, on the Pough-

keepsie course, for \$1,000. Hamill won in 37.35. July 19, 1864, Ward and Hamill had another five-mile contest at Pittsburgh, Pennsylvania. Hamill won in 40.46.

1864—September 20.—Ward rowed a five-mile race, at Poughkeepsie, with W. Stevens, for a purse of \$1,000, which he won in 38.13. At the Worcester Regatta in July, 1865, he won the first prize for single-sculls, in 15.15. September 25th following, he rowed in the Robert Earl, at Sing Sing, winning the great four-oared match race against New York. July 5, 1866, he rowed in the Robert Earl in her race with the Floyd T. F. Field, of Poughkeepsie, at Newburgh, in which the latter was badly defeated. July 27, 1866, Joshua Ward contended at the Worcester regatta, upon Lake Quinsigamond, with Walter Brown, in the single-scutt race; distance, two miles. Ward was defeated. Brown's time 15.15. His great match with Walter Brown for \$1,000 a side, distance three miles, was rowed in Portland harbor, on the 18th of September, 1866, Brown proving the winner by four and a half seconds. On the following Thursday, September 20, he won the first prize for single-sculls, in the Springfield Regatta, his competitors being McKiel, Brown, and Doyle. Distance, two miles; time, 15.59.

This record of Joshua Ward is hurriedly written, and some of his minor races in Newburgh are probably omitted. But it is sufficient to illustrate the prominent space he has filled as an oarsman, and to picture to the younger men now coming upon the American aquatic arena, the performances of one whose five-mile time at Staten Island is to this day unequalled, and whose graceful style of rowing is almost faultless.

WALTER BROWN.

This noted oarsman was born in Madison, Greene county, on the banks of the Hudson river, October 7, 1840. His rowing weight is one hundred and fifty-three pounds. Average weight when out of condition, one hundred and seventy-two pounds.

His stature is five feet nine inches. He removed from Madison to Newburgh in 1844. From this period until the autumn of 1856 he attended school. In the latter part of this year he was apprenticed to John D. Kelly, to learn the carpenter business. His occupation brought him in contact with George W. Shaw and Timothy Donoghue, to whom Brown expresses himself indebted for the rudiments of rowing. His first race was in the autumn of 1858, at a regatta in Newburgh bay. In the double-scutt lapstreak race, distance two miles, Brown and Edmonston won, in 16.00, in a fleet of eight entries.

In 1859, he participated in a four-oared race between the Isaac G. Wood, Jr., and the Undercliff. Crew of the Wood: W. H. Garrison, stroke; Walter Brown, J. H. Strackan, and W. Edmonston, bow; distance, four and a half miles; time, 31.18. Match-race with William Edmonston May 8, 1859, four miles, for \$50; won by Brown, in 34.11. May 27, 1859, match-race at Newburgh, distance four miles, with Theodore Grovier; won by Brown, in 33.00. July 4, 1860, rowed in the F. G. Wood, of Newburgh, four oars, in the New York City Regatta, off the Battery. The Wood was swamped soon after starting. Worcester Regatta, July 28, 1860, with C. J. June; won double-scutt race; distance, two miles; time, 15.40. August 23, 1860, match-race at Newburgh with John Hancon; defeated, in 33.00. Regatta at Poughkeepsie, September 5 and 6, 1860. Brown and Donoghue won the double-scutt race, against Ward and Hancon; five miles, in 36.15. Albany Regatta, autumn of 1860, rowed No. 5 in the six-oared boat Gersh Banker, of Newburgh. The race was won by the James McKay, of Poughkeepsie. Distance, three miles, in 18.45. July 4, 1864, Boston City Regatta. Started in the double-scutt race; boat swamped before race was completed. July 27, 1864, Worcester Regatta. Won the second prize, single-scutts, two miles; time, 16.35. June 29, 1865, match for \$1,000. Brown pulling single scutts against a six-oared boat; distance, one mile and an eighth; won by the six oars; time, 7.07. July 4, 1865, Portland Regatta. Brown won the first prize in the single-scutt race, in 17.20; distance, two miles water

very rough. Same day rowed (bow) in the six-oared boat Una, of Portland. The Una won the race in 20.50. Distance, three miles.

April 25, 1866, Soldiers' Fair Regatta at Portland. Won the single-scutt race in boat Ned James; distance two miles, in 17.10. Prize, silver goblet. In the six-oared race Brown pulled (stroke) in the Una, which boat won the first prize, in 20.20; distance, three miles. Boston City Regatta, July 4, 1866, won the first prize for single-scutt shells; distance two miles, in 17.00. In the six-oared race the Una, of Portland, won the first prize, in 20.42; Walter Brown, stroke; distance, three miles. Worcester Regatta, July 28, 1866, won the single race, defeating Josh Ward, in 15.15; distance, two miles. Same day rowed (bow-oar) in the Frank Queen, four-oared shell, of New York, which boat won the first prize, in 19.41; distance, three miles. September 18, match-race with Joshua Ward, for \$1,000 a side, in Portland harbor; distance, three miles; won by Brown in 22.30. Springfield Regatta, September 20; single-scutt race; distance, two miles; first prize, \$150; second prize, \$75. The following started: Brown, Josh Ward, McKiel, Foster Doyle. Won by Ward, in 15.59; McKiel, 16.01. Brown did not cross the score. Since the above race Brown has challenged any oarsman in the United States to row him a two or five-mile distance.

SUMMARY OF JAMES LEE'S RACES.

Lee's first race was in the spring of 1850, his opponent being Michael Conkling. The course was from the Battery around Ellis's Island and back, in seventeen-feet working-boats. Lee won the race. His second race was with Edward Cody, for \$100 a side. The course was from the Thatched Cottage, Jersey City, around Robbins' Reef Light and return, in nineteen-feet skeleton-boats—their first introduction in New York. The distance was ten miles. Lee won by nearly one-half of a mile. Lee next entered in a sweepstakes race with Charles Thomas (then the

champion), Edward Cody, and Hugh Curran, in seventeen-foot boats, from the Thatched Cottage around Bedloe's Island; distance, three and a half miles. This race was close all the way, Lee winning by a little more than a boat's length, in 27.00. Thomas was second. In September, 1850, at the Regatta of the American Institute Fair, off Castle Garden, he contended in the single-scutt race with Charles Thomas, W. H. Decker, Hugh Burns, Hugh Curran, and John Mazanna. These competitors were the best oarsmen of that day, and the contest attracted an assemblage of ten thousand spectators! Lee came in first, two lengths ahead of Thomas; Decker followed Thomas; then came Burns; and Mazanna was last.

In October, 1850, off Castle Garden, Lee participated in the four-oared race between the Zachary Taylor, thirty feet long, rowed by Charles Thomas, Edward Cody, and Frank Bigelow—coxswain, O. Maloney; George Washington, thirty feet long, rowed by James Lee, Hugh Curran, Hugh Burns, and Matthew Collins; Adeline, thirty feet long, rowed by John Mazanna and three Fulton Market oarsmen. A good start was made, the Taylor and Adeline on the lead. At the first turning-boat the Taylor was half a length ahead of the Adeline; the Washington three lengths astern of all. On the straight two-mile stretch the Washington began to overhaul the Adeline. A quarter of a mile from the turn the Washington and Adeline were side and side. In this position they arrived at the last turning-boat, off Governor's Island, the Taylor one length ahead. The Washington, making a better turn than the Adeline, gained one length upon her. The Taylor and Washington steered direct for the judges' boat, at Castle Garden, while the Adeline headed for Castle William, on the west end of Governor's Island, taking advantage of the eddy, and "flanking" the Washington. When the boats crossed the East river tide and got into slack water, the Adeline again showed half a length in front of the Washington, the Taylor holding her full length in advance of both. In this position they arrived at the judges' boat, thus finishing one of the closest four-oared races ever rowed.

Same day, same course: two pairs of sculls, twenty-two feet boats. Entries: Battery Pet, twenty-two feet; builder, John Letts; crew, Charles Thomas and William H. Decker. Michael Murray, twenty-two feet; builder, C. J. Thoms; crew, James Lee, Hugh Curran. Unknown, twenty-two feet; built by ship-carpenters. Crew, two East river oarsmen. The Battery Pet soon showed ahead; Unknown second, and Murray last. In this position the contestants rounded the first turning-boat, off Jersey City. After stretching out for the second turning-boat, the Battery Pet showed at least fifty yards in advance. On the straight stretch the Murray passed the Unknown, and was fast overhauling the Battery Pet. Soon after, the Murray and Pet were side and side. On the home-stretch the Murray showed a half length in front of the Pet, the Unknown withdrawing. The Murray arrived at the judges' boat a winner by two lengths. This was the first defeat of the Battery Pet. In the fall of 1850 a match was made between Charles Thomas (champion), and James Lee, in twenty (20) feet boats, for \$100 a side, to be rowed from Castle Garden around the Robbins' Reef Light-House and back, \$25 a side as forfeit. Thomas forfeited. May, 1851, match of \$100 a side, from Castle Garden around Ellis's or Gibbet Island and back, a distance of three miles. Charles Thomas rowed the seventeen-foot Lady Suffolk. James Lee rowed the seventeen-foot boat James M. Torboss. The island was turned from south to west, the boats making a complete circuit of it, in order to take advantage of the flood tide. After turning the island Lee showed about half a boat's length ahead, and in this manner they arrived at the judges' boat, Lee winning. Time, 21.30. At no time during the race were the boats a full length apart. This was the first time Thomas was defeated in a match-race.

In the summer of 1851, a race came off from Thirty-fifth street, East river, around a stake-boat on the south end of Blackwell's Island, from thence to buoy off Tenth street, East river, and back to Thirty-fifth street. Seven boats entered for this race, amongst whom were Lee, Decker, Thomas, Burns, W. H. Dexter,

etc. Decker won this race, Lee being thirty yards astern. Next came Dexter, then Thomas.

In July, 1851, Lee rowed a match-race with William H. Decker from Castle Garden, around Bedloe's Island and back, for \$900; Lee putting up \$500 against Decker's \$400.

Lee rowed a twenty-foot boat built by C. J. Thoms; Decker rowed a twenty-foot boat built by John Letts. Lee turned the island from south to west, while Decker turned from north to west. Decker arrived home first, in 35.00, Lee being three hundred yards in the rear. A dispute now arose, both men claiming the race. At the start, Lee's judge, Mr. Torboss, won the toss, giving Lee the right to name the side to turn. He named from south to west. Decker claimed the race on the ground that the articles of agreement did not specify how the island should be turned, and that any subsequent arrangement was null and void. The matter in dispute was left to the decision of Capt. Barker, of Hoboken, and Mr. Porter, of *Porter's Spirit of the Times*, who decided the race a draw. Several law-suits arose from this race.

In September, 1851, at the American Institute Fair Regatta, off Castle Garden, for seventeen-foot boats, thirteen boats entered, and eleven started—Decker, Lee, Thomas, Dexter, Burns, and Price being among them. At the second stake-boat off Bedloe's Island, Lee passed Thomas, who was then leading the fleet, soon after which he carried away one of his outriggers and had to be towed home. Price came in first; Decker second; Burns third; Dexter fourth; Thomas fifth. The latter challenged Price to row one week after for \$1,000 a side, which was accepted by Price.

In October, 1851, Lee rowed a match-race with Charles Thomas for \$100 a side, from Castle Garden, around Bedloe's Island and back. James Lee rowed the seventeen-foot boat William H. Torboss; Chas. Thomas rowed the seventeen-foot boat, Lady Suffolk. Wind, light from the south; strong ebb tide. Both boats went off evenly, and in this position they reached the island; turning from south to west, neither boat

seemed to have any advantage. They rowed side and side to Ellis's Island. Thomas reached the judges' boat in 32.30; Lee half a length behind. This was one of the best races ever rowed. The time was two and a half minutes less than that made by Decker and Lee in their match for the championship two months previously. Lee immediately challenged Thomas to row the same race over again on the following Friday, one week after, for \$100 a side, which was immediately accepted. James Lee rowed the Wm. H. Torboss; Thomas rowed the Lady Suffolk. Thomas took the lead, and kept it for about half way across the river, when Lee passed and got about one length in advance of him; in this position both boats turned the island. Shortly after, Lee grounded; Thomas being farther to the west ran clear, and before Lee got off, Thomas was at least two lengths in advance. Thomas won the race in thirty-two minutes; Lee, half a length astern; and surpassing the time made a week previous half a minute. This was the fastest time ever made, either before or since, over the same course.

The match between Price and Thomas, for \$100 a side, in seventeen-foot boats, came off in September, 1851. The course was from Castle Garden around Ellis's Island, and return. At the time of the start, the wind was blowing a gale from the north-east, flood tide, which caused the sea to run very high. Both boats went off together very evenly. After passing the end of pier one, North river, the sea ran so high that Price gave up the race. Thomas rowed over the course alone, winning the stakes. Price felt dissatisfied, and challenged Thomas to row in a week from that day, if the weather was favorable, same boats, which was accepted. Second match, Thomas *vs.* Price; from the Battery around Ellis's Island and back for \$200. At the hour for the start the water was perfectly smooth. This was the day Price wanted, and odds were freely offered on him by his friends. Price took the lead by at least two lengths, which he kept until about three-quarters of the distance across the river, when a slight accident occurred. Decker, who was waiting in the

river to encourage Price, was rowing in front of Price's boat; suddenly Decker's boat took a sheer, and the bow of Price's boat came in contact with Decker's boat, which set him back at least two lengths. Thomas soon took advantage of this state of affairs, and before Price recovered, Thomas was alongside of him. Price, nothing discouraged, went at it again, and was soon about a length and a half in advance of Thomas, which he held until within four hundred yards of the flag-boat, when Thomas, by a gallant struggle, passed Price, cheered by thousands who lined Castle Garden and the Battery. Time, 32.30.

In August, 1851, Lee rowed a match-race with Price from Thatched Cottage, Jersey City, around a stake-boat to the west end of Robbins' Reef Light, for \$100 a side. At the start the tide was flood; wind, south-west; fresh breeze, with slight rain. Lee took the lead from the start; Price about two lengths astern. Lee increased the distance as they passed the island. Considerable difficulty was experienced in finding the stake-boat down the bay in consequence of the fog which arose after the start. Lee turned first, and about one hundred yards ahead; before Price turned, Lee was at least four hundred yards ahead, and going up with the wind, tide, and a heavy sea in his favor. Lee arrived at the judges' boat a quarter of a mile ahead of Price. His boat, as well as Price's, was nearly filled with water.

HUDSON AMATEUR ROWING ASSOCIATION.

The increased interest which has manifested itself in aquatic sports has been responded to by an unusual interest, during 1866, among the various rowing clubs in and about New York. Nearly all of them have held a series of meetings with a view towards a united organization, with uniform regulations governing them all. As the result, a convention was called, to assemble in New York, to which each club voted to send three delegates.

The convention met on Monday evening, November 26, 1866,

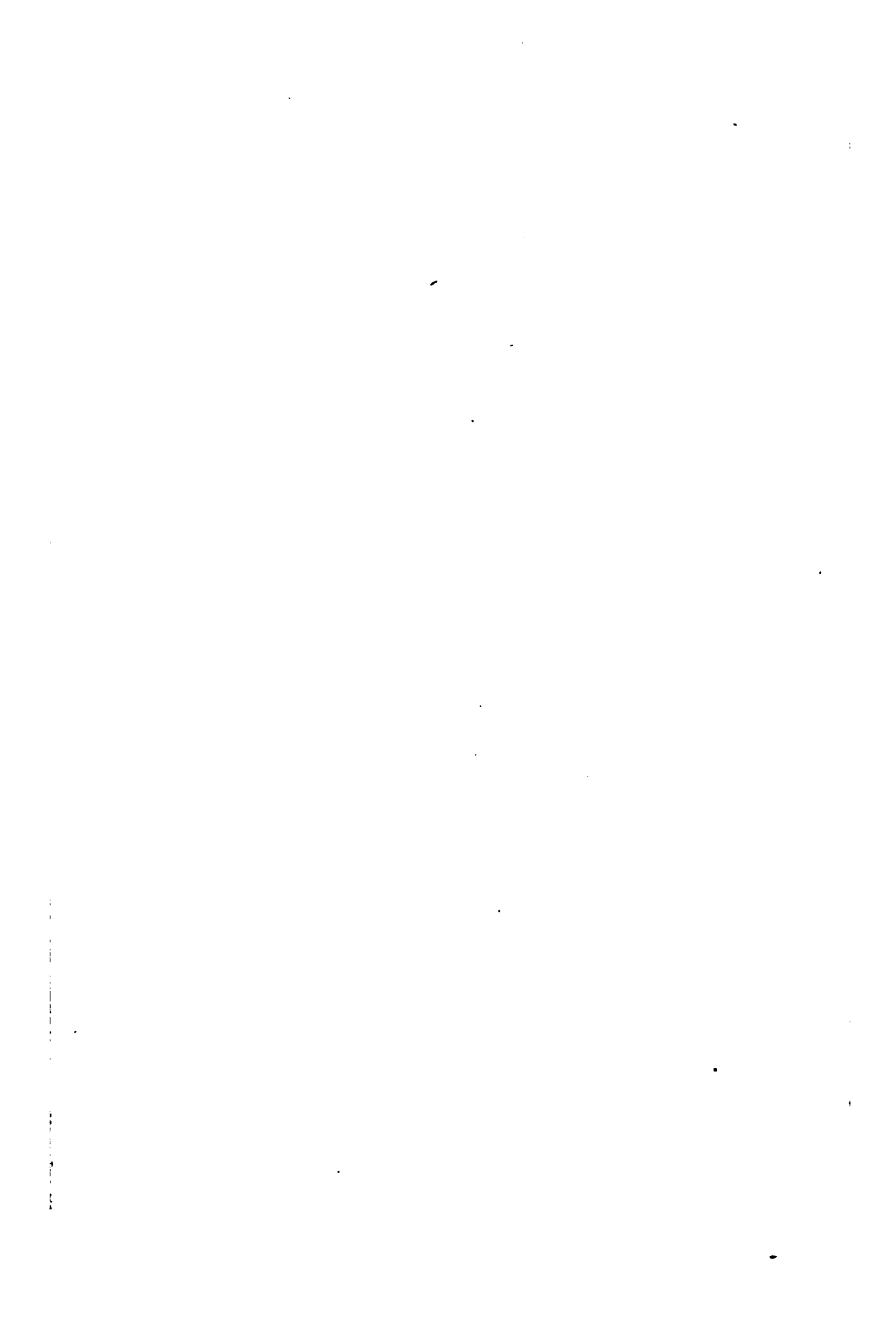
at the house of the Atalanta Boat Club, of New York, at the foot of Christopher street. The following associations were represented by their appointed delegates: Atalanta, Waverley, Gulick, Alcyon, and Columbia Boat Clubs, of New York; the Atlantic, of Hoboken; the Hudson, of Jersey City; the Essex and Nereid Clubs, of Newark; the Palisade, of Yonkers, and the Mutual Boat Club, of Albany. The clubs represented possess property, in boats, houses, etc., valued at over \$30,000.

A constitution was adopted, as well as a series of by-laws, to prevail throughout the association, and governing regattas, races, etc.

The following were chosen officers of the association, to serve for one year: President, Benjamin F. Brady, of the Waverley Club of New York; Vice-Presidents, B. Wallis, of the Hudson Club of Jersey City; and D. W. Merchant, of the Mutual Club of Albany; Recording Secretary, J. McNulty, of the Alcyon Club of New York; Corresponding Secretary, C. Tate, of the Columbia Club of New York; Treasurer, Charles B. Tuthill, of the Atlantic Club of Hoboken.

ESSEX BOAT CLUB.

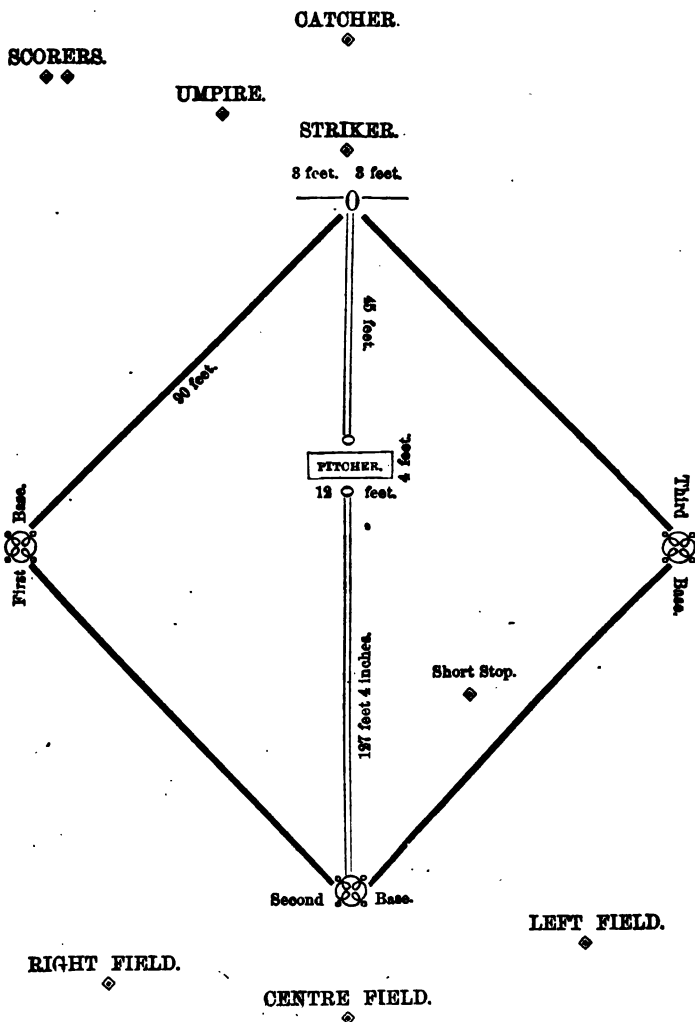
The Essex Boat Club of Newark, N. J., was organized in June, 1866, with the following officers: President, William Vanderpoel; Secretary and Treasurer, E. R. Trimble; Coxswain, F. R. Van Nest. The Essex Club's headquarters are at the foot of Bridge Street, Newark. Number of members, active and honorary, twelve. Costume, white caps, white skirts, and dark pants. Delegates to the Hudson Amateur Rowing Association: W. Vanderpoel, F. R. Van Nest, and E. R. Trimble.



THE NATIONAL GAME.

DIAGRAM OF A BASE BALL FIELD.

POSITION OF PLAYERS AND THE MEASUREMENTS FOR LAYING
A FIELD OUT.



THE NATIONAL GAME.

THE game of Base Ball has now become beyond question the leading feature of the out-door sports of the United States, and to account for its present truly proud position, there are many and sufficient reasons. It is a game which is peculiarly suited to the American temperament and disposition ; the nine innings are played in the brief space of two and one half hours, or less. From the moment the first striker takes his position, and poises his bat, it has an excitement and *vim* about it, until the last hand is put out in the ninth innings. There is no delay or suspense about it, from beginning to end ; and even if one feels disposed to leave the ground, temporarily, he will generally waive his desire, especially if it is a close contest, from fear of missing some good point or clever effort of the trial.

An American assemblage cannot be kept in one locality for the period of two or three hours, without being offered something above the ordinary run of excitement and attraction. They are too mercurial and impulsive a race not to get drowsy and dissatisfied with anything which permits their natural ardor to droop even for a brief space of time. Hence their congeniality with, and partiality for Base Ball, which game caters to their inclinations and desires to a nicety ; in short, the pastime suits the people, and the people suit the pastime.

It is also, comparatively, an economical recreation ; the uniform is not costly, the playing implements, colors, and furnishing

of a neat club-room, need not occasion an extravagant outlay when divided, pro rata, by the members of a full club. In aquatic organizations, either of Yachting or Rowing (both glorious sports), the expenses are necessarily heavy. The uniforms, boat-houses, and boats, all necessitate liberal disbursement, and not unfrequent renewal. Base Ball does not demand from its votaries too much time, or rather, too great a proportion of the day. In the long sunshiny days of summer, games are frequently commenced at four and even five o'clock in the afternoon, and completed some time before sunset. Consequently the great mass, who are in a subordinate capacity, can participate in this health-giving and noble pastime.

The game stands to-day in a proud and fairly-won position—scarcely requiring eulogy from any source. Dating from the years when the old Knickerbocker Club, closely followed by the Gotham, Eagle, and Empire, gave their colors to the breeze as rallying points for the lovers of the game to muster at, it has grown with giant strides until its organizations are the pride of numberless villages, towns, and cities, all over the land. Wherever established, it has quickly had the sentiment and good feeling of the community with it, and with scarcely an effort, achieved solid popularity. Having no debasing attributes, and being worthy of the presence of the good and the refined, it has everywhere been countenanced and encouraged by our best citizens; and of the thousands who gather at important matches, we have always noted with sincere gratification that the ladies constituted an honored proportion.

The game originated in Great Britain, and is familiarly known there as the game of Rounders. We quote a description of the game. The reader will observe that it is the merest outline of what is now termed by the American press and public The National Game.

“Rounders.—This game is played with a ball and bats, or sticks something of the form of a policeman's truncheon. A hole is first made, about a foot across and half a foot deep. Four other stations are marked with pegs stuck into the ground, topped

with a piece of paper, so as to be readily seen. Sides are then chosen, one of which goes in. There may be five or more players on each side. Suppose that there are five. One player, on the side that is out, stands in the middle of the five-sided space, and pitches the ball towards the hole. He is called the feeder. The batsman hits it off, if he can; in which case he drops the stick, and runs to the nearest station, thence to the third, and all round if the hit has been a far one. The other side are scouting, and trying to put him out, either by hitting the batsman as he is running, or by sending the ball into the hole, which is called 'grounding.' The player at the hole may decline to strike the ball, but if he hits at it, and misses twice running, he is out. When a player makes the round of the stations back to the hole, his side counts one towards the game. When all the players are out, either by being hit or the ball being grounded, the other side get their innings. When there are only two players left, a chance is given of prolonging the innings, by one of them getting three balls from the feeder; and if he can give a hit such as to enable him to run the whole round, all his side come in again, and the counting is resumed. The feeder is generally the best player on his side, much depending on his skill and art. The scouts should seldom aim at the runners from a distance, but throw the ball up to the feeder or to some one near, who will try to hit or to ground, as seems the most advisable. A caught ball also puts the striker out."

We commence our sketches of the clubs of the National Association with a carefully prepared and interesting history of the pioneer Knickerbocker Club, of New York.

KNICKERBOCKER BASE BALL CLUB.

During the years of 1842 and '43, a number of gentlemen, fond of the game, casually assembled on a plot of ground in Twenty-seventh street—the one now occupied by the Harlem Railroad Depot, bringing with them their bats, balls, etc. It

was customary for two or three players, occasionally during the season, to go around in the forenoon of a pleasant day and muster up players enough to make a match. The march of improvement made a "change of base" necessary, and the following year they met at the next most convenient place, the north slope of Murray Hill, between the railroad cut and Third avenue. Among the prominent players were Col. James Lee, Dr. Ransom, Abraham Tucker, James Fisher, and W. Vail, the latter better known in later years of the Gotham Club, as "*Stay-where-you-am-Wail*." In the spring of 1845 Mr. Alex. J. Cartwright, who had become an enthusiast in the game, one day upon the field proposed a regular organization, promising to obtain several recruits. His proposal was acceded to, and Messrs. W. R. Wheaton, Cartwright, D. F. Curry, E. R. Dupignac, Jr., and W. H. Tucker, formed themselves into a board of recruiting officers, and soon obtained names enough to make a respectable show. At a preliminary meeting, it was suggested that as it was apparent they would soon be driven from Murray Hill, some suitable place should be obtained in New Jersey, where their stay could be permanent; accordingly, a day or two afterwards, enough to make a game assembled at Barclay street ferry, crossed over, marched up the road, prospecting for ground on each side, until they reached the Elysian Fields, where they "settled." Thus it occurred that a party of gentlemen formed an organization, combining together health, recreation, and social enjoyment, which was the nucleus of the now great American game of Base Ball, so popular in all parts of the United States, than which there is none more manly or more health-giving.

The parent Knickerbockers claim for themselves the original organization, from which the succeeding clubs derived their rules of playing, and which was always ready to foster, encourage, and promote the pleasure of all who were desirous of enjoying the game. Its members have from its inception been composed mostly of those whose sedentary habits required recreation, and its respectability has ever been undoubted. The same standard still exists, and no person can obtain admission in the club

merely for his capacity as a player; he must also have the reputation of a gentleman; and hence arises one of the causes of its not being what is called a match-playing club.

The organization bears date the 23d of September, 1845. Its first officers were: President, Duncan F. Curry; Vice-President, Wm. R. Wheaton; Secretary and Treasurer, Wm. H. Tucker.

RULES OF THE KNICKERBOCKER BASE BALL CLUB, ADOPTED
SEPTEMBER 23, 1845.

1st. Members must strictly observe the time agreed upon for exercise, and be punctual in their attendance.

2d. When assembled for exercise, the President, or in his absence the Vice-President, shall appoint an Umpire, who shall keep the game in a book provided for that purpose, and note all violations of the By-Laws and Rules during the time of exercise.

3d. The presiding officer shall designate two members as Captains, who shall retire and make the match to be played, observing at the same time that the players put opposite to each other should be as nearly equal as possible; the choice of sides to be then tossed for, and the *first in hand* to be decided in like manner.

4th. The bases shall be from "home" to second base, forty-two paces; from first to third base, forty-two paces, equidistant.

5th.—No stump match shall be played on a regular day of exercise.

6th.—If there should not be a sufficient number of members of the Club present at the time agreed upon to commence exercise, gentlemen not members may be chosen in to make up the match, which *shall not be broken up* to take in members that may afterwards appear; but, in all cases, members shall have the preference, when present, at the making of a match.

7th.—If members appear after the game is commenced they may be chosen in if mutually agreed upon.

8th.—The game to consist of twenty-one counts, or aces; but at the conclusion an equal number of hands must be played.

9th.—The ball must be pitched, and not thrown, for the bat.

10th.—A ball knocked out the field, or outside the range of the first or third base, is foul.

11th.—Three balls being struck at and missed and the last one caught, is a hand out; if not caught is considered fair, and the striker bound to run.

12th.—If a ball be struck, or tipped, and caught, either flying or on the first bound, it is a hand out.

13th.—A player running the bases shall be out, if the ball is in the hands of an adversary on the base, or the runner is touched with it before he makes his base; it being understood, however, that in no instance is a ball to be thrown at him.

14th.—A player running who shall prevent an adversary from catching or getting the ball before making his base, is a hand out.

15th.—Three hands out, all out.

16th.—Players must take their strike in regular turn.

17th.—All disputes and differences relative to the game, to be decided by the Umpire, from which there is no appeal.

18th.—No ace or base can be made on a foul strike.

19th.—A runner cannot be put out in making one base, when a balk is made by the pitcher.

20th.—But one base allowed when a ball bounds out of the field when struck.

WILLIAM R. WHEATON,

WILLIAM H. TUCKER,

Committee on By-Laws.

At a meeting held at McCarty's Hotel, Elysian Fields, May 5, 1846, the following officers were elected for the year:—Duncan F. Curry, President; Daniel L. Adams, Vice-President; William H. Tucker, Treasurer; A. J. Cartwright, Secretary.

On June 5, 1846, the first honorary members were elected, viz. James Lee and Abraham Tucker. At the same meeting Curry, Adams, and Tucker were appointed a committee to arrange the preliminaries, and conclude a match with the New York Base Ball Club. From all the information the writer has been able to

gather, it appears that this was not an organized club, but merely a party of gentlemen who played together frequently, and styled themselves the New York Club. However, the match was played at Hoboken on June 19, 1846, it being the first the Club engaged in, and the particulars are certainly not creditable as far as runs are concerned. But four innings were played, as it will be remembered the game was won by the parties making twenty-one aces, or over, on even innings.

Knickerbocker.—Turney, 1 o. 0 r.; Adams, 1 o. 0 r.; Tucker, 2 o. 0 r.; Birney, 1 o. 1 r.; Avery, 0 o. 0 r.; H. Anthony, 2 o. 0 r.; D. Anthony, 2 o. 0 r.; Tryon, 2 o. 0 r.; Paulding, 1 o. 0 r.
—Total, 12 o. 1 r.

New York.—Davis, 1 o. 3 r.; Winslow, 2 o. 2 r.; Ransom, 2 o. 3 r.; Murphy, 0 o. 4 r.; Case, 0 o. 4 r.; Johnson, 1 o. 2 r.; Thompson, 2 o. 2 r.; Trenchard, 2 o. 1 r.; Lalor, 2 o. 2 r.
—Total, 12 o. 23 r.

At a meeting held at McLean's Hotel, 54 Walker street, November 7, 1846, a resolution was passed authorizing a present to Mr. McCarty of ten dollars. It would appear by this that no sum was paid for the use of the ground at Hoboken. At the same meeting a committee was appointed to provide a grand dinner at the end of the season, to take place on the 26th of November.

The third annual meeting was held at McLean's Hotel, 54 Walker street, April 3, 1847, and the following gentlemen elected officers:—D. L. Adams, President; A. J. Cartwright, Vice-President; A. H. Drummond, Secretary; C. H. Birney, Treasurer.

The fourth annual meeting was held at "Schwartz's" Hotel, 14 Day street, on the 1st of April, 1848.

The rule was adopted, that the player running to the first base was out, if the ball was held by an adversary on that base before the runner reached it. The previous rule applied to all the bases. The officers elected for 1848, were: D. L. Adams, President; A. J. Cartwright, Vice-President; Eugene Plunkett, Secretary; F. C. Niebuhr, Treasurer. Directors—A. H. Drummond, B. C. Lee, Wm. H. Tucker. At a meeting held Nov. 17, 1848,

a resolution was passed, that the annual dinner be given on the 30th of November. The fifth annual meeting was held at Abell's, 474 Broadway, on the 7th of April, 1849. The officers elected for the year, were: D. L. Adams, President; Ed. W. Talman, Vice-President; Eugene Plunkett, Secretary; F. C. Niebuhr, Treasurer. Directors—E. R. Dupignac, A. H. Drummond, B. C. Lee. At a meeting held April 24, 1849, a uniform was adopted for the club, viz. blue woollen pantaloons, white flannel shirt, chip (straw) hats; and it may here be mentioned that the blue and white has ever since remained the costume of the club. The straw hats were abolished some years later.

The annual meeting for 1850, was held on the 6th of April, at Smith's, 35 Howard street. The resignation of W. H. Tucker was received with deep regret. He was one of the founders of the institution, always evincing a lively interest in its welfare. The following officers were elected: E. W. Talman, President; F. C. Niebuhr, Vice-President; Eugene Plunkett, Secretary; Wm. Bunker, Treasurer. Directors—A. H. Drummond, B. C. Lee, James Moncrief.

During the year 1850, twelve members were elected, and Charles S. De Bost was one of the number, having been re-elected. His name in the annals of Base Ball will always be remembered with pleasure. He was very active and full of good-humor, always creating much amusement upon the ball field; as a catcher he held the first rank for many years, and it may be asserted that he has never had a superior in that position.

It was in September of that year that Jas. Whyte Davis was elected, and who has been a continuous member to the present date, and the only one of the old members that remains upon its roll. This gentleman is yet an active player, and evinces the same interest and retains the same desire for the sport that he has for the last sixteen years. The annual meeting for 1851 was held at Smith's, 35 Howard street, on the 5th April. The following officers were elected: F. C. Niebuhr, President; A. H. Drummond, Vice-President; Eugene Plunkett, Secretary; H. T. Anthony, Treasurer. D. L. Adams, Geo. A. Brown, Wm. L.

Talman, Directors. The second match of the Club was played with the Washington Club, at the Red House, Harlem, on the 3d of June, 1851, and was won by the Knickerbockers, 21 aces to 11.

The only particulars that can be found of this game are the number of runs made in each innings, viz :

Knickerbocker—1st innings, 0 r.; 2d, 3 r.; 3d, 3 r.; 4th, 3 r.; 5th, 5 r.; 6th, 0 r.; 7th, 1 r.; 8th, 6 r.—Total 21 r.

Washington—1st innings, 2 r.; 2d, 5 r.; 3d, 1 r.; 4th, 0 r.; 5th, 1 r.; 6th, 2 r.; 7th, 0 r.; 8th, 0 r.—Total 11 r.

The return match was played at the Elysian Fields, on the 17th of June, 1851. 10 Innings.

Knickerbocker—Tucker, 5 outs, 2 runs; Adams 4 o. 2 r.; Plunkett, 3 o. 4 r.; Talman, 6 o. 0 r.; Stevens, 4 o. 2 r.; De Bost, 3 o. 3 r.; Dick, 1 o. 5 r.; Murray, 3 o. 2 r.; Davis, 1 o. 2 r.—Total, 30 o. 22 r.

Washington.—W. H. Vancott, 5 outs, 1 run; Trenchard, 5 o. 2 r.; Barnes, 2 o. 2 r.; Burns, 3 o. 2 r.; Davis, 3 o. 2 r.; Winslow, 4 o. 2 r.; Case, 2 o. 4 r.; Jackson, 4 o. 2 r.; T. Vancott, 2 o. 3 r.—Total, 30 o. 20 r.

Umpire for Knickerbocker, G. A. Brown. Umpire for Washington, J. Murphy. J. Hone, Referee.

Mr. C. V. Anderson was President of the Washington Club. An entertainment was given after play at McCarty's Hotel, Elysian Fields. The annual dinner of the Club took place at Sinclair's, corner Broadway and Eighth street, on the 25th of November.

The annual meeting for 1852 was held at Smith's, 35 Howard street, on the 3d of April. The following officers were elected: F. C. Niebuhr, President; A. H. Drummond, Vice-President; Eugene Plunkett, Secretary; H. T. Anthony, Treasurer; Geo. A. Brown, D. L. Adams, Peter S. Henderson, Directors. The following members celebrated the 4th July, 1852, by proceeding to Bath, L. I., on the 5th of July, to enjoy a dinner and game of ball: Adams, Davis, Curry, De Bost, McDonald, Ladd, Greenleaf, Dick, Clancy, Stevens, Brotherson, Dillon, Murray, and Birney.

During this year, 1852, there must have been two matches played with the Gotham Club, which had just organized, consolidating with the Washington Club of the previous year. In these two matches the Knickerbockers must have been the victors, as it appears by the minutes of June, 1854, a record was made that the match played at that time was the first they won out of five. There were two played in 1853; and the two in 1852, and the one in June, 1854, would make the five.

If the above suppositions are wrong, and there were no matches played in 1852, then the record made that the match in June, 1854, was the first the Gothams won out of five, must have embraced the first two played in 1851 with the Washingtons, and which were looked upon as the same, nearly all the same party of Washingtons having merged in the Gothams.

The annual meeting, for 1853, was held at Smith's, 35 Howard street, in April; the following officers were elected: F. C. Niebuhr, President; A. H. Drummond, Vice-President; Jno. Clancy, Secretary; Geo. A. Brown, Treasurer; D. L. Adams, E. H. Birdsall, C. S. De Bost, Directors.

On the first of July, 1853, a match was played at Hoboken, with the Gotham Club, and from some cause, not stated, but two innings were played, the Gothams making two runs, and the Knickerbockers nine runs. The match was concluded on the 5th of July. Knickerbocker, twenty-one runs; Gotham, twelve runs. Hone, Umpire for Gothams; Brown, Umpire for Knickerbockers; Curry, of Knickerbockers, Referee.

On the 14th of October, the return match was played at the Red House, terminating in a victory for the Knickerbockers. Knickerbocker, twenty-one runs; Gotham, fourteen runs. Moncrief, of Knickerbockers, Referee.

At a meeting held November 19, 1853, a communication was received from the Eagle Club, asking for a committee to join them in arranging a set of rules for playing, and Dr. Adams, Curry, and Tucker were appointed.

The annual meeting, for 1854, was held at Smith's, 35 Howard street, on the 1st of April. The committee on rules presented

the following as having been arranged to govern the three clubs, viz. the Knickerbocker, Gotham, and Eagle.

1. The bases shall be "Home" to second base, forty-two paces; and from first to third base, forty-two paces, equidistant; and from Home to pitcher not less than fifteen paces.

2. The game to consist of twenty-one counts, or aces, but at the conclusion an equal number of hands must be played.

3. The ball must be pitched, not thrown, for the bat.

4. A ball knocked outside the range of the first or third base is foul.

5. Three balls being struck at and missed, and the last one caught, is a hand out; if not caught is considered fair, and the striker bound to run.

6. A ball being struck or tipped and caught, either flying or on the first bound, is a hand out.

7. A player must make his first base after striking a fair ball, but should the ball be in the hands of an adversary on the first base before the runner reaches that base, it is a hand out.

8. Players must make the bases in the order of striking, and when a fair ball is struck and the striker not put out, the first base must be vacated as well as the next base or bases if similarly occupied; players may be put out, under these circumstances, in the same manner as when running to the first base.

9. A player shall be out, if at any time when off a base he shall be touched by the ball in the hands of an adversary.

10. A player who shall intentionally prevent an adversary from catching or getting the ball, is a hand out.

11. If two hands are already out, a player running home at the time a ball is struck, cannot make an ace if the striker is caught out.

12. Three hands out, all out.

13. Players must take their strike in regular rotation; and after the first inning is played the turn commences at the player who stands on the list next to the one who lost the third hand.

14. No ace or base can be made on a foul stroke.

15. A runner cannot be put out in making one base when a balk is made by the pitcher.

16. But one base allowed if the ball, when struck, bounds out of the field.

17. The ball shall weigh from five and a half to six ounces, and be from two and three-quarters to three and a half inches in diameter.

The officers elected for the year 1854, were : President, F. C. Niebuhr ; Vice-President, A. H. Drummond ; Secretary, James Whyte Davis ; Treasurer, G. A. Brown ; Directors, D. L. Adams, C. S. De Bost, W. F. Ladd.

In May of this year Mr. Samuel H. Kissam was elected. He has been a continuous member to the present time ; one of the very few left of the old members, and who has been one of the most active and attentive, and still retains his love of the sport and attachment to the old Club.

On the 30th of June the Knickerbockers played with the Gothams, at the Red House, Harlem, the game occupying three hours. Sixteen innings were played before the twenty-one aces were made. Knickerbocker, sixteen ; Gotham, twenty-one. Wm. G. Tucker, of Gotham, Referee.

On the 20th of September the return match was played with the Gotham Club at the Elysian Fields, occupying two and a quarter hours, with nine innings ; Knickerbockers, twenty-four ; Gothams, thirteen. Wm. Cotheal, of Eagle Club, Referee.

One of the most exciting and interesting games ever played was the closing one for 1854, at the Red House, Harlem, occupying two hours, with twelve innings and twelve runs each, which could not be concluded for want of daylight. Knickerbocker, twelve ; Gotham, twelve. Umpire for Knickerbocker, G. A. Brown ; Umpire for Gotham, G. Vancott ; Armfield, of Eagle Club, Referee.

The first match with the Eagle Club was played at Hoboken on the 10th of November, 1854, barring six of the first nine of the Knickerbockers ; five innings were played in one hour. Eagles scored twenty-one runs, and Knickerbockers four runs.

A. H. Drummond, Umpire for Knickerbockers ; John W. Mott, Umpire for Eagles ; W. H. Vancott, of Gothams, Referee.

On the 17th of November the return match with the Eagles was played at Hoboken in one hour and a half ; five innings played ; Eagles scored twenty-two runs and Knickerbockers twenty-one runs. A. H. Drummond, Umpire for Knickerbockers ; John W. Mott, Umpire for Eagles ; T. G. Vancott, of Gothams, Referee.

A grand dinner was given on the 15th of December, at Fijur's, 11 Barclay street, by the Knickerbocker, Eagle, and Gotham Clubs. An equal delegation was present, and an excellent bill of fare presented. The utmost hilarity prevailed, and everything passed off in a happy manner. A song, composed for the occasion by J. W. Davis, of the Knickerbocker Club, was so well received that the Eagle Club had it printed. It was entitled "Ball Days," and abounded in witty allusions to the principal players of the three Clubs.

The annual meeting for 1855 was held on the 7th of April. The following officers were elected for the year : A. H. Drummond, President ; E. R. Dupignac, Jr., Vice-President ; Jas. W. Davis, Secretary ; Geo. A. Brown, Treasurer. Directors—D. L. Adams C. S. De Bost, Wm. B. Eager, Jr.

On the 1st of June, played with the Gotham Club, at Red House, Harlem, the game occupying $2\frac{1}{2}$ hours with 11 innings. Gothams, 21 runs ; Knickerbockers, 12 runs. Wm. F. Ladd, Umpire for Knickerbockers ; John Hone, Umpire for Gothams, Armfield, of Eagle Club, Referee.

On the 5th of June, played with the Eagle Club, at Hoboken. time, $1\frac{1}{2}$ hours, 4 innings. Eagles, 14 runs. Knickerbockers, 27 runs. W. F. Ladd, Umpire for Knickerbockers ; J. W. Mott, Umpire for Eagles. W. H. Van Cott, of Gothams, Referee.

On the 13th of August, the uniform of the club was again regulated. Blue woollen pants, white flannel shirt, with narrow blue braid, mohair cap, and belt of patent leather. With the exception of a change of cap, the uniform has ever since remained

the same. On the 27th of August the first flag-staff was raised, and the Knickerbocker banner unfurled.

On the 13th of September, played with the Gotham Club, at the Elysian Fields, Hoboken; time $1\frac{1}{4}$ hours, with 5 innings. Knickerbockers, 22 runs. Gothams, 7 runs. A. H. Drummond, of Knickerbockers, Umpire; John Hone, of Gothams, Umpire. Armfield, of Eagles, Referee.

On the 20th of September, played with the Eagle Club at the Elysian Fields; time $1\frac{1}{4}$ hours, 6 innings. Knickerbockers, 21 runs. Eagles, 10 runs. A. H. Drummond, Umpire for Knickerbockers; J. W. Mott, Umpire for Eagles. G. Van Cott, of Gothams, referee.

The annual meeting for 1856 was held on the 5th of April. The officers elected for the season were: D. L. Adams, President; H. T. Anthony, Vice-President; B. K. Brotherson, Secretary; Jas. W. Davis, Treasurer. Directors—Wm. B. Eager, Jr., Wm. F. Ladd, R. F. Stevens.

On the 22d of May, a married and single match was played, 6 innings; the Bachelors winning by a score of 23 to 21. On the 30th of August, a very interesting match was played at Hoboken, with the Empire Club, occupying $3\frac{1}{4}$ hours, with 8 innings, resulting in a tie, both clubs scoring 21 runs. T. G. Voorhia, Umpire for Empires; G. A. Brown, Umpire for Knickerbockers. T. G. Van Cott, of Gothams, Referee.

On the 5th of September, the last match was played with the Gotham Club, at the Red House, Harlem; 7 innings; the Gothams winning by a score of 21 to 7. D. F. Curry, Umpire for Knickerbockers; G. Van Cott, Umpire for Gothams. A. J. Bixby, of Eagles, Referee.

On the 19th of September, played with the Eagle Club, at Hoboken; 3 innings; Eagles winning by a score of 24 to 17. Umpires: A. H. Drummond, of Knickerbockers, and J. W. Mott, of Eagles. C. Sniffin, of Atlantic, Referee.

On the 25th September, played with the Empire Club, at Hoboken, with 7 innings, the Knickerbockers winning by a score of 21 to 12. W. H. Grenelle, Umpire for Knickerbockers; T. G.

Voorhis, Umpire for Empire. M. E. Gelston, of Eagles, Referee.

On the 9th of October, played with the Eagle Club, at Hoboken; 6 innings; the Eagles winning by a score of 21 to 10. W. H. Grenelle, Umpire for Knickerbockers; J. W. Mott, Umpire for Eagles. A. D. Teed, of Gothams, Referee.

At a meeting held at Smith's, 462 Broome street, on the 6th of December, the President stated the object to be the propriety of altering the By-Laws, and of calling a general Base Ball Convention. This seems to be the first step which originated the present "National Association of Base Ball Players."

Mr. Davis offered the following resolution, which was carried. "That Messrs. Adams, Grenelle, and Wadsworth be appointed a committee on the part of the Club to call a convention of the various Base Ball Clubs of this city and vicinity." Mr. Wadsworth moved the above resolution be published in *Porter's Spirit of the Times*, and the *Sunday Mercury*, together with the following:— Pursuant to the above resolution the various Base Ball Clubs of this city and vicinity are requested each to select three representatives to meet at 462 Broome street, in the city of New York, on Thursday the 22d day of January next, at half-past seven o'clock P.M.

A special meeting was held at Smith's, 462 Broome street, on March 7, 1857, for the purpose of adopting the new rules. Dr. Adams reported from the Base Ball Convention Committee, presenting the rules and regulations adopted by that body.

Mr. Davis moved, "that we accept the report of the committee, and that we also accept the rules of the game as adopted by that body, only so far as to govern this club in playing matches with other clubs," which was carried.

The rules adopted by said convention included the one of catching the ball on the bound, which the Knickerbocker Club did not conform to "except for matches with other clubs." The "fly" game was originated by Mr. Davis, who worked hard to induce the Knickerbockers to adopt it, and finally succeeded. Repeated attempts were made in later years to pass the same in

convention, and the "fly" game rule was only adopted at the meeting of 1865.

The annual meeting for 1857 was held on April 4. The following were elected officers for the year: D. L. Adams, President; H. T. Anthony, Vice-President; N. B. McLaughlin, Secretary; Jas. W. Davis, Treasurer; F. C. Niebuhr, W. H. Grenelle, William H. Tucker, Directors. At a meeting, held June 1, Mr. W. A. Woodhull was elected Treasurer in place of J. W. Davis, declined. William F. Ladd was elected an honorary member. Walter T. Avery, one of the first members of the Club, was reelected, and still remains upon the roll, one of its active members.

On June 8 played with the Eagle Club at Hoboken; five innings; resulting in a victory for the Eagles by a score of twenty-five to seventeen. John W. Mott, Umpire for Eagles; H. T. Anthony, Umpire for Knickerbockers; A. D. Teed, of Gothams, Referee. This was the first season that the rules required the playing of nine innings; but a game might be decided at the end of five. Rain prevented the playing of nine innings on this occasion. On June 24 played with the Empire Club; nine innings; the Knickerbockers winning by a score of thirty-seven to twenty-three. William H. Grenelle, Umpire for Knickerbockers; T. G. Voorhis, Umpire for Empires; M. E. Gelston, of Eagles, Referee. On September 10 played with the Empire Club nine innings; the Empires winning by a score of twenty-eight to seventeen. William H. Grenelle, Umpire for Knickerbockers; Bloomfield, Umpire for Empires; A. J. Bixby, of Eagles, Referee. On September 15 played with the Eagle Club; nine innings; the Knickerbockers winning by a score of eighteen to seventeen. John W. Mott, Umpire for Eagles; W. H. Grenelle, Umpire for Knickerbockers; Hoyt, of Empire, Referee.

At a meeting held January 30, 1858, at Fijux's, a communication was received from the Empire Club requesting the Knickerbockers to call a convention of all regular organized Base Ball Clubs, and the President was empowered to confer with the other presidents in the matter.

At a meeting held February 27, 1858, Messrs. D. L. Adams and W. H. Grenelle were appointed delegates to the first convention of Base Ball Clubs, to be held on the 10th of March. The first meeting of the Convention was held on the 10th of March, 1858, and the following clubs represented by two delegates each: Knickerbocker, Gotham, Eagle, Empire, Putnam, Baltic, Excelsior, Atlantic, Harlem, Eckford, Continental, Union, Metropolitan, Columbian, Osceola, Oriental, Stuyvesant, Hamilton, Pastime, Liberty (of New Brunswick), Monument, Amity, St Nicholas, Nassau, and Mutual. A resolution was adopted declaring the Convention a permanent organization, and a committee of three was appointed to prepare and submit a Constitution and By-Laws. The committee reported, adopted the same, and the "National Association of Base Ball Players" was duly organized thereunder. The first annual meeting was held at Cooper Institute on the 9th of March, 1859.

The annual meeting for 1858 was held on the 3d of April. The officers elected for the year were: James W. Davis, President; Alfred Vredenburg, Vice-President; Beverly Clarke, Secretary; Wm. A. Woodhull, Treasurer; F. C. Niebuhr, N. M. Welling, Wm. H. Tucker, Directors.

On the 8th of July, the first game was played with the Excelsior Club, of South Brooklyn, on their grounds near Carroll Park, with whom the most cordial relations have ever since existed. Excelsior, thirty-one runs; Knickerbocker, thirteen runs; nine innings. F. S. Wells, Scorer for Excelsiors; W. A. Woodhull, Scorer for Knickerbockers. S. Yates, of Eagle Club, Umpire. After the game the Excelsiors escorted the Knickerbockers to Montague Hall, where a fine entertainment awaited them.

On the 29th of July, played with the Eagle Club at Hoboken nine innings; won by the Eagles, whose score was forty-five to eighteen. John Grum, of Eckfords, Umpire.

On the 20th of August the return match was played with the Excelsior Club on the grounds of the Gotham Club, at Elysian Fields, which was one of the finest games ever played; the score standing, at the end of nine innings, fifteen to fourteen in

favor of the Excelsiors. After the close of this match, the Excelsior Club was escorted to Odd Fellows' Hall, Hoboken, by the Knickerbocker Club, and entertained in splendid style, covers being laid for over two hundred gentlemen. Dodworth's Band was in attendance to enliven the scene, and all the arrangements were exceedingly creditable to the taste and liberality of the committee who had charge of the festive occasion.

The home-and-home match with the Empire Club occurred on the 22d of September, at Hoboken; the game was closed on the eighth innings, on account of darkness, resulting in a score of twenty-one runs each.

OFFICERS FOR 1859.—James Whyte Davis, President; Walter T. Avery, Vice-President; James F. Wenman, Secretary; L. J. Belloni, Jr., Treasurer.

June 30.—First fly game with Excelsiors, at Hoboken. Time, two hours; Excelsiors, 26; Knickerbocker, 22. A. J. Bixby, of Eagle Club, Umpire.

August 2.—Return game played on the fly on Excelsior grounds, South Brooklyn. Time, one hour forty-five minutes; Excelsiors, 20; Knickerbockers, 5. Peter O'Brien, of Atlantic Club, Umpire.

August 11.—Match with Empire Club, on the fly, at Hoboken. Time, three hours. Knickerbockers, 60; Empire, 33. A. J. Bixby, of Eagle, Umpire.

August 22.—Muffin match with Excelsiors, on the fly, on their grounds, foot of Court street, Brooklyn. Time, three hours. Excelsiors, 41; Knickerbockers, 37; seven innings.

September 12.—Return Muffin match with the Excelsiors, on the fly, at Hoboken. A. G. Pearsall, of Excelsiors, Umpire. Excelsiors, 56; Knickerbockers, 47.

September 26.—First and only game with the Star Club (Juniors), at Hoboken. Star, 33; Knickerbockers, 11. A. J. Bixby, of Eagles, Umpire.

OFFICERS FOR 1860.—James White Davis, President; Walter T. Avery, Vice-President; James F. Wenman, Secretary; D. B. Keeler, Jr., Treasurer.

August 25.—Fly game with Excelsiors, on their grounds, Brooklyn. Time, three hours thirty-five minutes. Excelsiors, 32; Knickerbockers, 9. Burtis, of Gotham, Umpire.

OFFICERS FOR 1861.—Daniel L. Adams, President; Walter T. Avery, Vice-President; Anson S. Palmer, Secretary; Henry A. Thomas, Treasurer. No matches played by the Club in 1861.

OFFICERS FOR 1862.—William P. Bensel, President; Alonzo Slote, Vice-President; James Whyte Davis, Secretary; Thomas J. O'Brien, Treasurer. The Knickerbocker Club did not engage in any games in 1862.

OFFICERS FOR 1863.—William P. Bensel, President; Alonzo Slote, Vice-President; James Whyte Davis, Secretary. William L. Taylor, Treasurer.

September 3.—Friendly game with the Excelsior Club at Hoboken. Knickerbocker, 22; Excelsior, 20. Henry L. Slote, Scorer for both clubs; Alonzo Slote, of Knickerbockers, Umpire.

September 22.—The return game was played on the Excelsiors ground. Knickerbockers, 56; Excelsiors, 45.

October 12.—A third of these friendly series was played at Hoboken. Excelsiors, 42; Knickerbockers, 13. H. Chadwick, scorer for both clubs; Thomas Dakin, of Excelsiors, Umpire.

OFFICERS FOR 1864.—William P. Bensel, President; Walter T. Avery, Vice-President; James Whyte Davis, Secretary; William L. Taylor, Treasurer.

July 11.—A friendly game was played with the Excelsiors at Hoboken; time, two hours fifteen minutes. Excelsiors, 36; Knickerbockers, 27. H. P. Bostwick, of Excelsiors, Umpire.

July 21.—A friendly game played with the Excelsiors, on the ground at Brooklyn. Excelsiors, 85; Knickerbockers, 39.

September 22.—The last of these friendly games for the season was played at Hoboken. Excelsiors, 53; Knickerbockers, 48. W. H. Young, of Excelsiors, Umpire.

OFFICERS FOR 1865.—William L. Taylor, President; James E. Vail, Vice-President; Thomas Grierson, Secretary; R. H. Hinsdale, Treasurer.

July 6.—A friendly game was played with the Excelsiors at Hoboken, with eleven innings. Excelsiors, 29; Knickerbockers, 25.

July 25.—A friendly game with the Excelsiors at Capitoline ground, Brooklyn. Excelsiors, 60; Knickerbockers, 45.

August 17.—Played with the New York Club, at Sixty-fifth street. New York, 58; Knickerbockers, 13.

September 11.—Played with the Greenburgh Club (of Dobbs' Ferry), at Hoboken. Greenburgh, 26; Knickerbockers, 23. Isaac Evans, of Mutual, Umpire.

September 21.—A friendly game with the Excelsiors at Hoboken. Time, one hour forty-five minutes. Knickerbockers, 22; Excelsiors, 17.

October 5.—Played a match with the New York Club at Hoboken. New York, 28; Knickerbockers, 11.

October 20.—Played a match with the Eclectic Club, resulting in a tie, score of thirty-one runs each; seven innings.

OFFICERS FOR 1886.—William L. Taylor, President; James E. Vail, Jr., Vice-President; C. A. Righter, Secretary; R. H. Hinsdale, Treasurer.

May 25.—Played a friendly game with the Excelsiors at the Capitoline grounds, Brooklyn. Excelsiors, 56; Knickerbockers, 42.

June 4.—The return friendly game was played at Hoboken. Excelsiors, 27; Knickerbockers, 39. M. Humphrey, of Eclectic, Umpire.

July 14.—Played a friendly game with the Palisade Club at Englewood; Knickerbockers, 39; Palisade, 17.

August 30.—The return game with the Palisade Club was played at Hoboken. Palisade, 37; Knickerbockers, 28.

September 29.—The third game with the Palisade Club was played at Englewood, N. J. Time, two hours thirty-five minutes. Palisade, 42; Knickerbockers, 27.

GOTHAM CLUB.

The Gotham Base Ball Club, of New York, was organized early in 1852, with Mr. Tuche as its first President. Among its veteran players were Messrs. Winslow, Vail, Murphy, and Davis. At the time of the organization of the Gotham, their only competitor was the famous Knickerbockers, and the years 1852 and 1853 will be remembered for the interesting contests between them. Soon, however, the Eagle and Empire Clubs entered the lists, and base ball games became more popular and general. The Gotham Club, from the day of its formation to the present, has occupied an influential position in base circles, and has numbered upon its roll many of our most respected citizens. The Gothams, also, for a period, displayed the champion colors. We will here remark that the rules of the National Association do not recognise either the title of "champion," or "championship games;" these titles being the pet terms of the press and the public, applied to clubs for continuous and remarkable success. Without further remark we will give the record of all the games which Mr. Charles H. Beadle, the present Secretary of the club, has been able to obtain for us.

July 5, 1853.—Gotham and Knickerbocker, at Hoboken; Gotham, twelve runs; Knickerbocker, twenty-one runs. Umpires, Hone and Brown. Referee, Curry, of the Knickerbocker Club.

October 14.—Gotham and Knickerbocker, on the grounds of the former, at the Red House, Harlem. Gotham, fourteen runs; Knickerbocker, twenty-one runs. Umpires, Van Cott and Brown. Referee, Moncrief, of the Knickerbocker Club.

June 30, 1854.—Gotham and Knickerbocker, Red House grounds. Sixteen innings were played, occupying three hours, before the requisite twenty-one aces were made. Gotham, 21; Knickerbocker, 16. Umpires, Brown and Hone. Referee, W. S. Tucker, of the Gotham Club.

September 20.—Gotham and Knickerbocker, at Hoboken. Gotham, thirteen runs; Knickerbocker, twenty-four runs. Referee, William Cotheal, of the Eagle Club.

Gotham and Knickerbocker, at the Red House grounds. This game was played late in the season of 1854, the score standing 12 to 12, when twelve innings had been played, occupying two hours. Darkness obliged the game to be suspended.

June 1, 1855.—Gotham and Knickerbocker, at the Red House grounds. Eleven innings were played in two and a half hours, the score standing twenty-one to twelve in favor of the Gothams. Referee, Armfield, of the Eagle Club.

June 22.—Gotham and Eagle, at Hoboken. Eagle, three runs; Gotham, twenty-one runs.

September 5.—Gotham and Empire, at Hoboken. Gotham, twenty-five; Empire, four.

September 13.—Gotham and Knickerbocker, at Hoboken. Five innings were played in one and a half hours, the Knickerbockers winning by a score of 22 to 7. Referee, Armfield, of the Eagle Club.

October 1.—Gotham and Eagle, at Hoboken. Won by the Gotham by a score of 22 to 11.

September 5, 1856.—Gotham and Knickerbocker, at the Red House. Seven innings. The Gothams victorious by a score of 21 to 7. Referee, A. J. Bixby, of the Eagle Club.

September 26.—Gotham and Eagle, at Hoboken. Tie game, 18 to 18. Five innings. Umpire, J. W. Mott, of Eagle Club.

October 17.—Gotham and Eagle, at the Red House. Score: Eagle, 6; Gotham 2. Three innings. G. Van Cott, Umpire.

October 28.—Gotham and Eagle, at Hoboken. Eagle, four runs; Gotham, twenty-three runs. Five innings. Umpire, J. W. Mott.

July 10, 1857.—Gotham and Eagle. Won by the Gotham, by a score of 43 to 20.

September 8.—Gotham and Eagle, at Hoboken. Eagle, fifteen runs; Gotham, nine runs.

October 19.—Gotham and Eagle, at Hoboken. Won by the Gotham, by a score of 25 to 19.

August 31, 1858.—Gotham and Eckford, at Greenpoint, Long

Island. Eckford, 23 ; Gotham, 17. Umpire, Foster, of the Baltic Club.

September 14.—Gotham and Excelsior, at Hoboken. Excelsior, 24 ; Gotham, 13.

September 27.—Gotham and Putnam, at Wheat Hill, Williamsburgh. Gotham, 28 ; Putnam, 30.

October 19.—Gotham and Eckford, at Hoboken. Seven innings. Gotham, 23 ; Eckford, 6. Umpire, Thomas Leavy, of the Empire Club.

October 25.—Gotham and Atlantic, at Bedford, Long Island. Gotham, 17 ; Atlantic, 31. Umpire, T. S. Dakin, of the Putnam Club.

October 27.—Gotham and Empire, at Hoboken. Four innings. Gotham, 14 ; Empire, 23. Darkness prevented the game from being finished.

July 29, 1859.—Gotham and Eagle, at Hoboken. Gotham, 36 ; Eagle, 22.

August 12.—Gotham and Eckford, at Brooklyn. Gotham, 10 ; Eckford, 17. Gotham and Eckford, at Hoboken. Gotham, 23 ; Eckford, 6. Home-and-home game. Gotham and Eckford. Gotham, 27. Eckford, 38.

September 7.—Gotham and Newark, at Newark, New Jersey. Gotham, 21 ; Newark, 13. Umpire, Gelston, of the Eagle Club.

September 15.—Gotham and Mutual, at Hoboken. Gotham, 37 ; Mutual, 25. Umpire, Gelston, of the Eagle Club.

September 29.—Gotham and Excelsior, at Brooklyn. Gotham, 12 ; Excelsior, 37. Umpire, Gelston, of the Eagle Club.

June 26, 1860.—Gotham and Newark, at Newark. Gotham, 26 ; Newark, 15. Umpire, Rowland, of Jefferson Club.

July 10.—Gotham and Eagle, at Hoboken. Gotham, 18 ; Eagle, 18. Tie game. Empire, Rowland, of Jefferson Club.

July 17.—Gotham and Mutual, at Hoboken. Gotham, 25 ; Mutual, 25. Tie game. Umpire, Williams, of Eagle Club.

July 23.—Gotham and Baltic. Gotham, 35 ; Baltic, 16. Umpire, Tilton, of the Malta Club.

July 24.—Gotham and Jefferson, at Hoboken. Gotham, 13, Jefferson, 13. Tie game. Umpire, Beard, of Mutual Club.

August 22.—Gotham and Independent, at Brooklyn. Gotham, 12; Independent, 18. Umpire, Whitney, of Katy-Did Club.

August 24.—Gotham and Enterprise, at Hoboken. Gotham, 56; Enterprise, 15. Umpire, Beard, of Mutual Club.

August 29.—Gotham and Enterprise, at Brooklyn. Gotham 21; Enterprise, 15. Umpire, Pearce, of Atlantic Club.

September 4.—Gotham and Mutual, at Hoboken. Gotham, 18; Mutual, 18. Tie game. Umpire, Ticknor, of Atlantic Club.

September 11.—Gotham and Eagle, at Hoboken. Gotham, 25; Eagle, 11. Umpire, R. H. Thorn, of Empire Club.

September 17.—Gotham and Independent, of Brooklyn, at Hoboken. Gotham, 19; Independent, 13. Umpire, Beard, of Mutual Club.

September 27.—Gotham and Mutual, at Hoboken. Gotham, 19; Mutual, 12. Umpire, Benson, of Empire Club.

October 8.—Gotham and Jefferson, at Hoboken. Gotham, 22; Jefferson, 3. Umpire, Anson B. Taylor, of Mutual Club.

August 7, 1861.—Gotham and Mutual, at Hoboken. Gotham 22; Mutual, 25. Umpire, Martin O'Brien, of Atlantic Club.

August 20.—Gotham and Enterprise, of Brooklyn, at Hoboken. Gotham 14; Enterprise, 13. Umpire, R. H. Thorn, of Empire Club.

October 15.—Gotham and Eagle, at Hoboken. Gotham, 15; Eagle, 30. Umpire, Thomas Culyer, of Empire Club.

July 29, 1862.—Gotham and Mutual, at Hoboken. Gotham, 14; Mutual, 9. Umpire, M. O'Brien, of Atlantic Club.

August 7.—Gotham and Charter Oak, of Brooklyn. Gotham, 17; Charter Oak, 13. Umpire, Wm. McMahon, of Mutual Club.

August 14.—Gotham and Mutual, at Hoboken. Gotham, 15; Mutual, 14.

August —. Gotham and Eureka, of Newark, New Jersey, at Hoboken. Gotham, 13; Eureka, 18.

September 4.—Gotham and Harlem, at Mount Morris Square.

Gotham, 15; Harlem, 29. Umpire, Dr. Bell, of Henry Eckford Club.

September —. Gotham and Eagle, at Hoboken. Gotham, 17; Eagle, 16.

October 14.—Gotham and Harlem, at Hoboken. Gotham, 19; Harlem, 10. Umpire, B. Harris, of Mutual Club.

October 20.—Gotham and Harlem, at Hoboken. Gotham, 24; Harlem, 17. Home-and-home game. Umpire, Wm. McMahon, of Mutual Club.

June 10, 1863.—Gotham and Star, of Brooklyn, at Brooklyn. Gotham, 16; Star, 41.

June 23.—Gotham and Eagle, at Hoboken. Gotham, 19; Eagle, 15. Umpire, A. B. Taylor, of Mutual Club.

July 1.—Gotham and Empire, at Hoboken. Gotham, 16; Empire, 14. Umpire, J. Seaver Page, of Active Club.

July —. Gotham and Mutual, at Hoboken. Gotham, 15; Mutual, 21.

September 11.—Gotham and Star, of Brooklyn, at Hoboken. Gotham, 19; Star, 22. Umpire, Snow, of Henry Eckford Club.

July 1, 1864.—Gotham and Eagle, at Hoboken. Gotham, 22; Eagle, 16. Umpire, Miller, of Empire Club.

July 8.—Gotham and Newark, at Hoboken. Gotham, 25; Newark, 12. Umpire, Samuel Yates, of Eagle Club.

July 26.—Gotham and Empire, at Hoboken. Gotham, 22; Empire, 13. Umpire, B. Harris, of Mutual Club.

July —. Gotham and Newark, at Newark, New Jersey. Gotham, 10; Newark, 44. Umpire, Brientnall, of Eureka Club.

August —. Gotham and Mutual, at Hoboken. Gotham, 7; Mutual, 23.

August 23.—Gotham and Atlantic, at Hoboken. Gotham, 9; Atlantic, 14. Umpire, B. Harris, of Mutual Club.

August 30.—Gotham and Newark, of Newark, New Jersey, at Williamsburgh. Gotham, 14; Newark, 18. Home-and-home game. Umpire, Wilson, of Resolute Club.

September 19.—Gotham and Atlantic, at Brooklyn. Gotham, 12; Atlantic, 38. Umpire, Westervelt, of Empire Club.

October 2.—Gotham and Mutual, at Hoboken. Gotham, 10; Mutual, 12. Umpire, Westervelt, of Empire Club.

October 11.—Gotham and Empire, at Hoboken. Gotham, 12; Empire, 12. Tie game. Umpire, Snow, of Active Club.

May 9, 1865.—Gotham and Eagle, at Hoboken. Gotham, 19; Eagle, 15.

June 6.—Gotham and Enterprise, of Brooklyn, at Hoboken. Gotham, 19; Enterprise, 18. Umpire, Colonel Fitzgerald, of Philadelphia. This match was a very exciting game. On the ninth inning the Gothams tied the Enterprise, and thirteen innings had to be played before the game was decided. On the thirteenth inning the Enterprise Club made one run, and the Gothams made two runs, the Gothams winning by one run.

June 16.—Gotham and Athletic, of Philadelphia, at Hoboken. Gotham, 20; Athletic, 28. Umpire, Chapman, of Atlantic Club.

July 11.—Gotham and Mutual, at Hoboken. Gotham, 4; Mutual, 27. Umpire, Samuel Yates, of Eagle Club.

July 14.—Gotham and Atlantic, at Hoboken. Gotham, 21; Atlantic, 38. Umpire, Wm. McMahon, of Mutual Club.

July 18.—Gotham and Eagle, at Hoboken. Gotham, 38; Eagle, 16. Umpire, Westervelt, of Empire Club.

August 1.—Gotham and Hudson River, of Newburgh, at Newburgh, New York. Gotham, 34; Hudson River, 5. Umpire, Little, of Nassau Club, of Princeton, New Jersey.

August 8.—Gotham and Empire, at Hoboken. Gotham, 6; Empire, 29. Umpire, W. McMahon, of Mutual Club.

August 11.—Gotham and Hudson River Club, of Newburgh, at Hoboken. Gotham, 29; Hudson River, 26. Umpire, Hugh Burns, of Mutual Club.

August 15.—Gotham and Olympic, of Paterson, New Jersey, at Hoboken. Gotham, 77; Olympic, 18. Umpire, Vanderwerken, of Active Club.

August 22.—Gotham and Mutual, at Hoboken. Gotham, 12; Mutual, 17. Umpire, Jewett, of Empire Club.

September 5.—Gotham and Eckford, at Hoboken. Gotham, 9; Eckford, 18. Umpire, Burns, of Mutual Club.

September 29.—Gotham and Active, at Hoboken. Gotham, 9; Active, 25. Umpire, Martin, of Empire Club.

October 1.—Gotham and Olympic, of Paterson, New Jersey, at Paterson. Gotham, 26; Olympic, 20.

October 4.—Gotham and Empire, at Hoboken. Gotham, 22; Empire, 23. Umpire, Theo. Bomeisler, of Eureka Club.

During the winter of '65 and '66 the Gotham Club played three games on the ice with the Atlantic Club. The first game was played on the Capitoline Pond, at Bedford, Long Island, and resulted in favor of the Atlantics. The second game was played on the Sylvan Lake, Hoboken, and resulted in the success of the Gothams. The third game was played on the Washington Pond, Brooklyn, and resulted in favor of the Atlantics.

June 26, 1866.—Gotham and Eagle, at Hoboken. Gotham, 29; Eagle, 12. Umpire, Thorn, of the Mutual Club.

July 6.—Gotham and National, of Washington, at Hoboken. 34 to 22 in favor of Gotham. After this game the Gotham Club entertained the National Club handsomely.

July 10.—Gotham and Eclectic, at Hoboken. Won by the Gotham, whose score was 20 to the Eclectic's 12. Time of game, two hours thirty minutes.

July 17.—Gotham and Union, of Morrisania, on the grounds of the latter. Union, 52; Gotham, 25. Time of game, three hours forty minutes. Umpire, Bogart, of the Mutual Club.

July 31.—Gotham and Olympic, of Paterson, New Jersey, at Hoboken. 21 to 10, in favor of Gotham. In July, five of the Gotham first nine resigned from the club, joining other organizations; which left them in a poor plight to engage in matches for the remainder of the season.

August 17.—Gotham and Liberty, at New Brunswick, New Jersey. Won by the latter, by a score of 41 to 29. Time of game, four hours. Umpire, Wilson, of the Empire Club.

August 31.—Gotham and Liberty, of New Brunswick, at Hoboken. 23 to 24, in favor of Liberty. In the ninth inning the Gotham had tied the Liberty, and had a man on the third base, when the rain obliged the Umpire to call the game.

September 25.—Gotham and Jefferson, at Hoboken. 20 to 21, in favor of Jefferson.

OFFICERS OF THE GOTHAM CLUB, FROM 1856.

1856.—President, William H. Van Cott; Vice-President, Reuben H. Cudlip; Secretary, Charles S. Riblet; Treasurer, Gabriel Van Cott.

1857.—President, Wm. H. Van Cott; Vice-President, Joseph E. Ebling; Secretary, Charles S. Riblet; Treasurer, Seamen Lichtenstein.

1858.—President, Wm. H. Van Cott; Vice-President, Henry B. Venn; Secretary, Charles S. Riblet; Treasurer, Seamen Lichtenstein.

1859.—President, Wm. H. Van Cott; Vice-President, Henry B. Venn; Secretary, J. A. P. Hopkins; Treasurer, Seamen Lichtenstein.

1860.—President, Gabriel Van Cott; Vice-President, J. A. P. Hopkins; Secretary, Andrew J. Dupignac; Treasurer, James Forsyth.

1861.—President, J. A. P. Hopkins; Vice-President, James B. Mingay; Secretary, A. J. Dupignac; Treasurer, James Forsyth.

1862.—President, J. A. P. Hopkins; Vice-President, James B. Mingay; Secretary, N. W. Redmond; Treasurer, James Forsyth.

1863.—President, James B. Mingay; Vice-President, Leonard G. Cohen; Secretary, Peter Roe; Treasurer, James Forsyth.

1864.—President, James B. Mingay; Vice-President, Cornelius Stokem; Secretary, Charles A. Gray; Treasurer, L. G. Cohen.

1865.—President, Peter Roe; Vice-President, Albert Squires; Secretary, Charles H. Beadle; Treasurer, Leonard G. Cohen.

1866.—President, Thomas Hendry; Vice-President, M. B. Sweet; Secretary, Charles H. Beadle; Treasurer, Leonard G. Cohen.

The location of the Gotham grounds and club-room is at the

Elysian Fields, Hoboken. They practise on Tuesday and Friday of each week during the base-ball season.

The uniform consists of a blue merino cap, with a white star in the centre; white flannel shirt, with red cord binding; blue flannel pants, red belt, and white buckskin shoes. Number of active members, forty; honorary members. forty.

EAGLE CLUB.

The Eagle Base Ball Club, of New York, was organized in the Spring of 1854. Among its founders the following gentlemen will be remembered and recognised by many of the *auld lang syne* base ball fraternity: Messrs. John W. Mott, Walter Benschel, William C. Conner, the present popular County Clerk; Gelston and Grigletti, now of the Eagle Base Ball Club of San Francisco; W. W. Armfield, A. J. Bixby, and the veterans Phil. Cozans and Samuel Yates. The Eagles rank as the third base ball club of the country in their institution; and it is no eulogy to say of them that, in all the attributes of a solid, respectable, and honorable organization, they are second to none. With these brief comments, we will refer the reader to the following summary of the Eagle's, principal games.

June 22, 1854.—Eagle and Gotham, at Hoboken. Won by the Gothams, by a score of 21 to 3 runs.

November 10.—Eagle and Knickerbocker, at Hoboken. This game was played barring six of the Knickerbocker's first nine. Eagles, 21 runs; Knickerbockers, 4 runs. Umpires, John W. Mott and A. H. Drummond. Referee, W. H. Van Cott, of the Gotham Club.

November 17.—Eagle and Knickerbocker. Won by the Eagles; score, 22 to 21 runs. Referee, T. G. Van Cott, of the Gotham Club; 5 innings. Umpires, John W. Mott and A. H. Drummond.

June 5, 1855.—Eagle and Knickerbocker. Eagle score, 14 runs; Knickerbocker score, 27 runs.

June 22.—Eagle and Gotham. Won by the Gothams, by a score of 21 to 3 runs.

September 20.—Eagle and Knickerbocker. Won by the latter, by a score of 21 to 10 runs; 6 innings.

October 1.—Eagle and Gotham. Won by latter, by a score of 22 to 11.

October 15.—Eagle and Empire. Eagle score, 21 runs; Empire score, 15 runs.

September 10, 1856.—Eagle and Empire. Eagle score, 10 runs; Empire score, 21 runs.

September 19.—Eagle and Knickerbocker. Score, 24 to 17, in favor of the Eagles.

September 26.—Eagle and Gotham. Tie game; 18 to 18 runs; 5 innings.

October 9.—Eagle and Knickerbocker. Won by the Eagles by a score of 21 to 10 runs. J. W. Mott, Umpire.

October 17.—Eagle and Gotham, at the Red House, Harlem. 3 innings played; score 6 to 2, in favor of the Eagles.

October —.—Eagle and Gotham; score 23 to 4, in favor of the Gothams. Five innings.

June 8, 1857.—Eagle and Knickerbocker; score, 25 to 16, in favor of the Eagles.

June 16.—Eagles and Eckford. The latter defeated by a score of 34 to 20 runs.

July 10.—Eagle and Gotham. The latter won by a score of 43 to 20 runs. R. H. Thorne, Referee.

July 21.—Eagle and Empire. Eagle score, 39 runs; Empire score, 7 runs.

September 8.—Eagle and Gotham. Score, 15 to 9, in favor of the Eagles.

September 15.—Eagle and Knickerbocker. Score, 18 to 17, in favor of the Knickerbockers.

September 22.—Eagle and Eckford. Won by the Eagles, by a score of 23 to 22 runs.

September 30.—Eagle and Empire. Score, 23 to 21, in favor of the Empire.

October 9.—Eagle and Gotham. Victory for latter by a score of 25 to 19 runs.

June 24, 1858.—Eagle and Excelsior. Score, 32 to 13, in favor of the Excelsiors. Umpire, Sheridan, of Gotham Club.

July 29.—Eagle and Knickerbocker. Eagle won by a score of 45 to 18 runs. Umpire, J. J. Grum, of Eckford Club.

August 20.—Eagle and Empire. Score, 39 to 15, in favor of the Empire.

August 29.—Eagle and St Nicholas. Eagle score, 33 runs; St. Nicholas, 18 runs.

September 28.—Eagle and Excelsior. The latter won by a score of 36 to 25 runs.

June 24, 1859.—Eagle and Putnam. Won by the Putnam. Eagle's score, 8 runs; Putnam's score, 24 runs.

August 9.—Eagle and St Nicholas. Score, 30 to 37, in favor of the Eagles.

August 19.—Eagle's first nine, 12 runs; Gotham's first nine, 11 runs.

August 26.—Eagle, 26 runs; Hoboken, 25 runs. J. A. P. Hopkins, Umpire.

September 2.—Eagle, 24 runs; Pastime, 19 runs. Umpire, C. Sniffin, Atlantic Club.

September 8.—Eagle, 20 runs; Excelsior, 24 runs. Umpire, Thorn, of Empire Club.

September 23.—Eagle, 23 runs; Empire, 8 runs. J. V. W. Rowland, Jefferson Club, Umpire.

October 4.—Eagle, 25 runs; Gotham, 21 runs. Samuel Patchen, of Star Club, Umpire.

June 12, 1860.—Eagle, 26 runs; Union (Morrisania), 15 runs. A. Liscomb, Harlem Club, Umpire.

July 2.—Eagle, 18 runs; Adriatic (of Newark, N. J.), 15 runs. H. Smith, Newark Club, Umpire.

July 6.—Eagle, 24 runs; Mutual, 10 runs. R. H. Thorn, Adriatic Club, Umpire.

July 10.—Eagle, 18 runs; Gotham, 18 runs; tie game. S. Van Winkle, Gotham Club, Umpire.

July 10.—Eagle, 16; Charter Oak, 25. Umpire, A. J. Burns, of Putnam Club.

July 14.—Eagle, 14 runs; Empire, 33 runs. Peter O'Brien, Atlantic Club, Umpire.

September 7.—Eagle, 9; Harlem, 17. Umpire, Rowland, of Jefferson Club.

September 11.—Eagle, 11; Gotham, 25. Umpire, R. H. Thorne.

July 23, 1861.—Eagle, 32; Eckford, 23. Umpire, Thomas Culyer, of the Empire Club.

September 3.—Eagle, 7; Mutual, 18. Umpire, Martin O'Brien, of the Atlantic Club.

September 23.—Eagle and Empire Clubs, 9; Gotham and Mutual Clubs, 19; eight innings. Umpire, John J. Grum, of the Eckford Club.

September 24.—Eagle, 18; Jefferson, 22. Umpire, Wm. McMahon, of the Mutual Club.

October 15.—Eagle, 30; Gotham, 15. Umpire, Wm. Culyer, of the Empire Club.

May 13, 1862.—Eagle, 15; Gotham, 17. Umpire, W. F. Eagan.

July 29.—Eagle, 5; Eckford, 18. Umpire, Chas. Smith, of the Atlantic Club.

September 9.—Eagle, 15; Gotham, 17. Umpire, Anson B. Taylor, of the Mutual Club.

August 26.—Eagle, 50; Alpine, 24. Umpire, J. Stevens, of the Mutual Club.

September 26.—Eagle, 15; Henry Eckford, 33. Umpire, Westervelt, of Empire Club.

June 23, 1863.—Eagle, 15; Gotham, 19. Umpire, A. B. Taylor, of Mutual Club.

July 1.—Eagle, 5; Resolute, of Brooklyn, 27. Umpire, Spence, of Eckford Club.

August 25.—Eagle, 12; Mutual, 25. Umpire, Spence, of Eckford Club.

October 17.—Eagle, 6; Excelsior, of Brooklyn, 5. Umpire, J. Seaver Page, of Active Club.

June 17.—Eagle "Muffins," 57; Atlantic "Muffins," 44. Umpire, James Cameron, of Empire Club.

July 21.—Eagle, 10; Empire, 19. Umpire, J. C. Forsyth, of Gotham Club.

July 14.—Eagle, 8; Mutual, 39. Umpire, J. Benson, of Empire Club.

July 20.—Eagle, 12; Atlantic, 45. Umpire, J. Forsyth, of Gotham Club.

July 27.—Eagle, 18; Active, 20. Umpire, J. Westervelt, of Empire Club.

August 20.—Eagle "Muffins," 58; Empire "Muffins," 30. Umpire, T. Coffin.

September 12.—Eagle, 34; Resolute, of Brooklyn, 23. Umpire, Simon Burns, of Mutual Club.

The first match played by the Eagle Club in 1865 was that with the Star Club, of Brooklyn, in May, and their last was that with the New York Cricket Club, in November. The following is the summary of first nine matches played by the Eagle with clubs belonging to the National Association :

May 30.—Eagle *vs.* Star, at Hoboken; score, 31 to 40 (won by the Star); nine innings; time of game, 3.30; best batting score by Collins; best fly-catching by Slote.

June 13.—Eagle *vs.* Athletic, at Hoboken; score, 14 to 24; nine innings; time of game, 2.25.

June 20.—Eagle *vs.* Newark, at Newark; score, 32 to 43; nine innings; time of game, 3.25.

July 14.—Eagle *vs.* Eckford, at Brooklyn; score, 7 to 38; nine innings.

July 18.—Eagle *vs.* Gotham, at Hoboken; score, 16 to 38; nine innings.

August 28.—Eagle *vs.* Atlantic, at Bedford; score, 10 to 48; nine innings.

September 13.—Eagle *vs.* Empire, at Hoboken; score, 6 to 37; seven innings; time of game, 2.30.

September 15.—Eagle *vs.* Active, at Hoboken; score, 9 to 54; nine innings; time of game, 2.20.

October 7.—Eagle *vs.* Hudson River, at Newburgh; score, 10 to 45; nine innings; time of game, 2.30.

October 30.—Eagle *vs.* Mutual, at Hoboken; score, 7 to 13; nine innings; time of game, 1.40.

November 14.—Eagle *vs.* New York Cricket Club, at Hoboken; score, 34 to 16; nine innings.

The Eagle Club, in the above matches, scored a total of 176 runs against 396; the number of innings played being 97, gives an average of one run, with 79 over, to an inning, and 16 runs to a match. The highest score made in a match was 32, and the lowest 6; the highest score made in an inning being 9. Of blank scores, in single innings, they scored a total of 26 against 15 made by their adversaries. Of fly-catches made in six of the games, they made 52 against 57 by their opponents. As no fielding-score was published of nine of their games, we are unable to give any statistics of foul balls, or of who took the lead in fly-catches. The shortest full game played occupied but an hour and forty minutes—the shortest of the season, we believe. Shaffer led the score at the bat the most times; Collins and Chapin being next. Among those who took part in three games and over are Messrs. Willis, W. Shaffer, Pennington, Thompson, Howe, and Coursen. Of these, Willis, Howe, Coursen, and Thompson, all average two runs and over to a match.

June 26, 1866.—Eagle, 12; Gotham, 29. Umpire, Thorne, of Mutual Club.

July 19.—Eagle, 24; Olympic, of Paterson, N. J., 28; played at Paterson. Umpire, J. E. Hartley, Jefferson Club.

July 24.—Eagle, 33; Eckford, 38; Hoboken. Umpire, Jewett, Mutual Club. Time, three hours.

July 26.—Eagle second nine, 17; Eckford second nine, 60; Williamsburgh Union. Umpire, Mills, Atlantic.

August 3.—Eagle "Muffins," 50; Atlantic "Muffins," 35; at Hoboken. Umpire, Henry Chadwick, of National Club.

August 8.—Eagle, 19; Empire, 45; at Morrisania. Umpire, Thorne, of Empire Club.

September 8.—Eagle, 10; Active, 29. Umpire, Demarest, of National Club, Jersey City.

September 17.—Eagle, 20; Waterbury Club, of Connecticut, 31; at Hoboken. Umpire, Connell, of Enterprise Club.

September 19.—Eagle, 15; National, 30; played at Jersey City. Umpire, Houghtalin, of Active Club.

September 28.—Eagle, 23; Olympic, of Paterson, N. J., 18; at Hoboken. Umpire, J. Russell, of Empire Club.

October 19.—Eagle, 20; Empire, 25. Umpire, Martin, of Mutual Club.

October 26.—Eagle, 29; National, of Jersey City, 13; at Hoboken. Umpire, Thorne, of Mutual Club.

The delegates from the Eagle Club to the first convention of the National Association held in 1857, consisted of Messrs. John W. Mott, W. W. Armfield, and A. J. Bixby. The club has now sixty-five active, and twenty honorary members. Their club-room and grounds are at the Elysian Fields, Hoboken. Practice days, Tuesdays and Fridays. The uniform of the club consists of dark blue flannel pants, check shirt, and blue cap with white visor. Officers of the Eagle Club for 1866: President, N. B. Shaffer; Vice-President, Fenton C. McElroy; Secretary, Martin A. Kelly; Treasurer, James G. Powers.

EMPIRE CLUB.

The Empire Base Ball Club, of New York, was organized October 23, 1854, with only thirteen members. The club did not engage in any games their first season, as it was late when they organized, and they played but two matches during 1855, which are recorded in their summary. The Empire's crack players, in its earlier days, consisted of R. H. Thorn, pitcher; James Mullen, catcher;

Thomas Leavy, first base; Thomas Miller, second base; Scott, third base; while R. L. Haydock, H. H. R. Smith, Monson Hoyt, G. M. Tice, Isaac C. Gough, with C. W. Gaunt, Moore, Merwin, Myers, and Newkirk, made the old Empires hard to vanquish on the base ball field. Among the earliest officers of the Empire Club were the following: President, Thomas G. Voorhis; Vice-President, Walter Scott; Secretary, Thomas Chalmers, Jr.; Treasurer, William G. Odell; Vigilance Committee, James Cameron and R. L. Haydock. It will be seen that some of these gentlemen still continue their active membership with the club. Messrs. John J. Bloomfield, John Kennard, Wm. Culyer, Joseph Russell, etc., have all bestowed a generous share of their time and influence towards keeping the time-honored 1854 colors of the Empire Club flying unsullied, and with credit, over their headquarters.

September 5, 1855.—Empire and Gotham. Won by the Gotham by a score of 25 to 4.

October 15.—Empire and Eagle, at Hoboken. Won by Eagle; score, 21 to 15.

May 22, 1856.—Empire and Knickerbocker, at Hoboken. Tie game; score, 21 to 21; eight innings.

September 25.—Empire and Knickerbocker, at Hoboken. Score, 21 to 12, in favor of the Knickerbockers; seven innings. Referee, Gelston, of the Eagle Club.

June 24, 1857.—Empire and Knickerbocker. Won by the latter; score, 37 to 23; nine innings. Referee, M. E. Gelston, of Eagle Club.

July 21.—Empire and Eagle, at Hoboken. Eagle, 39; Empire, 17. J. W. Mott, Umpire.

August 20.—Empire and Eagle, at Hoboken. Empire's score, 39; Eagle's score, 15 runs.

September 10.—Empire and Knickerbocker. Won by the Empires by a score of 28 to 17.

September 30.—Empire and Eagle, at Hoboken. Won by the Empires; score, 23 to 21. Mott and Cameron, Umpires.

July 17, 1858.—Empire and St. Nicholas, at Hoboken.

Empire's score, 30 ; St. Nicholas's score, 13. Umpire, Dr. Jones, of the Excelsior Club.

July 21, 1858.—Empire and Empire, of Newark, N. J. Won by Empire, of New York ; score, 27 to 7.

August 11.—Empire and Knickerbocker. Won by the latter by a score of 60 to 33.

September 3.—Empire and Gotham, at Hoboken. Empire, 22 runs ; Gotham, 11 runs. Umpire, W. Gelston, of Eagle Club.

September 15.—Empire and St. Nicholas, at Hoboken. Score, 24 to 3, in favor of the Empire. Umpire, Van Cott, of the Gotham.

September 22.—Empire and Knickerbocker. Tie game—21 to 21.

October 18.—Empire and Mutual, at Hoboken. Won by the Empire, by a score of 37 to 22 ; seven innings.

October 18.—Empire and Mutual, at Hoboken ; seven innings. Won by Empire ; score, 37 to 22.

August 26, 1859.—Empire and Eckford ; the latter winning. Score 21 to 8. Umpire, Clark, of the St. Nicholas.

August 29.—Empire and Mutual, at Hoboken. Empire's score, 27 ; Mutual's score, 23. Umpire, Rowland, of the Jefferson.

September 14.—Empire and Excelsior, at Hoboken. Excelsior won by a score of 25 to 20. Umpire, Morrow, of the Knickerbockers.

September 23.—Empire and Eagle, at Hoboken. Empire, 8 runs ; Eagle, 23 runs.

October 6.—Empire and Pastime, in the Excelsior grounds, South Brooklyn. Score, 20 to 13, in favor of Empire. Umpire, S. Patchen, of the Star Club.

October 14.—Empire and Union, on the Red House ground. Score, Empire, 26 ; Union, 8 runs. Umpire, T. G. Van Cott, of the Gotham Club.

August 8, 1860.—Empire and Eckford, at Hoboken. Won by the Eckford, by a score of 21 to 13. Umpire, A. Pearsall, of the Excelsior Club.

August 13.—Empire and Mutual, at Hoboken. Won by the Empires, by a score of 17 to 7 in a game of eight innings. Umpire, Peter O'Brien, of the Atlantic Club.

August 14.—Empire and Henry Eckford, at Hoboken. Score, 28 to 11. Umpire, T. S. Dakin.

August 22, 1861.—Empire and Mutual. Score, 16 to 22. Umpire, Griswold, of the Gotham Club.

September 1.—Empire and Excelsior, at Hoboken. Won by the Excelsior by a score of 23 to 7.

September 2.—Empire and Jefferson. Won by the latter by a score of 25 to 15.

September 22.—Empire and Hamilton, of Jersey City, at Hoboken. Seven innings. Empire, 15 runs; Hamilton 14.

September 29.—Empire and Excelsior, at South Brooklyn. Won by the Excelsior by a score of 23 to 7 runs. Umpire, A. J. Bixby, of the Eagle Club.

October 4.—Empire and Eckford, at Manor House grounds. Won by the Eckfords, by a score of 26 to 10. Umpire, C. Sniffin, of the Atlantic Club.

August 13, 1862.—Empire and Alpine, at Hoboken. Won by the Empire. Score, 39 to 21 runs.

June 24, 1863.—Empire and Henry Eckford, upon the grounds of the latter. Won by the Henry Eckford.

July 1.—Empire and Gotham. Score, 16 to 14, in favor of the latter.

July 21.—Empire and Eagle. Score, 19 to 10, in favor of the Empire.

July 29.—Empire and Henry Eckford, at Hoboken. Score: Empire, 21 runs; Henry Eckford, 16 runs.

August 6.—Empire and Mutual, at Hoboken. Score: Mutual, 21 runs; Empire, 16 runs.

August 18.—Empire and Star, at Carroll Park, South Brooklyn. Score: Star, 28 runs; Empire, 9 runs.

July 26, 1864.—Empire and Gotham, at Hoboken. Score, 13 to 22. Umpire, Harris, of Mutual Club.

October 11.—Gotham and Empire, at Hoboken. Tie game. Umpire, Snow, of Active Club.

The Empire Club played in twenty-two first-nine matches during 1864, of which they won seven and lost thirteen, two being tie games, they being defeated by the Eureka twice, Atlantic twice, Active twice, Mutual twice, Gotham, Union, and Hudson River twice. The games they won were with the Active, Eagle, Enterprise, twice; Knickerbocker and Eckford, of Albany, and Manhattan Cricket Club, and were successful in their second game with the Henry Eckford. The total number of runs obtained in these games was three hundred and ninety-one, against three hundred and ninety-eight by their opponents, yielding an average of two runs to an inning, with five over, or seventeen to a match. Their highest score in a single inning was thirteen, and in a match forty-five; their lowest in a game being three.

The Empire Club played sixteen first-nine matches during 1865, of which fifteen were with clubs belonging to the National Association. Of these latter they won seven and lost eight. The following is the summary of their games with clubs of the Association:

June 17.—Empire and Mystic, at Sixty-third street grounds. Score, 42 to 5; won by the Empire; nine innings; time of game, 2 hours 30 minutes.

June 21.—Empire and Atlantic, at Hoboken; score, 10 to 21; nine innings; time, 2.10.

June 28.—Empire and Mutual, at Hoboken; score, 5 to 12; nine innings; time, 1.35.

July 8.—Empire and Active, at Hoboken; score, 21 to 15; nine innings; time, 2.15.

July 12.—Empire and Resolute, at Brooklyn; score, 29 to 26; nine innings; time 3.15.

July 20.—Empire and Mutual, at Hoboken; score, 15 to 26; nine innings; time, 2.50.

July 27.—Empire and Atlantic, at Bedford; score, 3 to 65; nine innings; time, 3 hours.

August 2.—Empire and Eckford, at Brooklyn; score, 37 to 48; seven innings; time, 3.10.

August 8.—Empire and Gotham, at Hoboken; score, 29 to 6; nine innings; time, 2.05.

August 16.—Empire and Enterprise, at Bedford; score, 37 to 33; nine innings; time, 3 hours.

August 23.—Empire and Athletic, at Philadelphia; score, 28 to 40; nine innings; time, 3.40.

August 26.—Empire and Keystone, at Philadelphia; score, 15 to 45; six innings; time, 2.30.

September 13.—Empire and Eagle, at Hoboken; score, 37 to 6; seven innings; time, 2.30.

September 27.—Empire and Mystic, at Hoboken: score, 50 to 16; eight innings; time, 2.50.

October 11.—Empire and Active, at Hoboken; score, 15 to 24; eight innings; time, 2.30.

The total score made by the Empire Club in the above matches was three hundred and seventy-four against three hundred and eighty-eight by their adversaries; and the number of innings played was one hundred and twenty-six, giving an average of two runs to an inning, with one hundred and twenty-two over, and twenty-four to a match, with fourteen over. In the innings played they scored thirty blanks against thirty-three by their opponents. Their highest score in a match was fifty, and the lowest three; their highest score in an inning being seventeen. They scored double figures in single innings in four matches, their opponents doing the same in five. Their shortest game occupied one hour and thirty-five minutes. They scored the large number of one hundred and eighty-three fly-catches, against one hundred and twenty-four by their adversaries, thus excelling every other club in this respect, their average being over twelve to a match. In nine of the above games they put out their adversaries on foul balls eighty-eight times, they being similarly put out only fifty-three times; thus showing effective pitching and good out-fielding.

June 28, 1866.—Athletic (of Philadelphia), and Empire, at

Hoboken. Won by the Athletic, by a score of 64 to 10; time of game, 3 hours 20 minutes. Umpire, Counsel, of the Gotham Club.

August 1.—Empire and Eckford, at Hoboken. Won by the Eckford, by a score of 58 to 23.

August 8.—Empire and Eagle, at Hoboken; time of game, 2 hours 40 minutes. Won by the Empire, by a score of 45 to 19. Umpire, R. H. Thorn, of the Mutual Club.

August 15.—Empire and Active, at Hoboken. Won by the Active, by a score of 28 to 9; time of game, 2 hours 45 minutes. Umpire, Jewett, of the Mutual Club.

August 20.—Empire and Eureka, at Newark, N. J. Empire's score, 11 runs; Eureka's, 15 runs. Time of game, 2 hours 30 minutes. Umpire, Glover, of the Eclectic Club.

September 4.—Empire and Eckford, on Union grounds, Brooklyn. Won by the Eckford, by a score of 32 to 19.

September 10.—Empire and Jefferson, at Hoboken. Won by Empire, by a score of 31 to 21; 8 innings. Time, 2 hours 30 minutes. Umpire, Evans, of the Mutual Club.

The Empire play-ground and club-room is at the Elysian Fields, Hoboken. They number at present seventy-four, active and honorary. The officers for 1866 are: President, Thomas S. Voorhis; Vice-President, Samuel E. Horsford; Secretary, James Ward; Treasurer, Edward Benson. Uniform: white shirts trimmed with red; light grey pants; white caps; red belt.

The following were the delegates from the Empire Club to the first Convention of the Base Ball Players in 1857: Messrs. R. H. Thorn, Walter Scott, and Thomas Leavy.

ACTIVE CLUB.

The Active Base Ball Club, of New York, was organized in October, 1856, and remained a Junior club until 1863, when it was admitted at the annual meeting of the National Association, December 9. From the period of its formation, the Active

Club has filled an honorable and influential space in the advancement and progress of our national game. A body of young men of admitted first-class playing abilities, they occupy a social position second to none in the Association—a fact of which they may well feel proud. Many of the Actives' junior contests attracted a great deal of interest; among them our readers will probably remember their exciting games with the Young America, Waverley, and Onalaska, of New York, and the National, of Brooklyn. One of their first games was with the celebrated Invincible Club, which was then deemed something far ahead of any other junior club. The Actives, however, soon settled all their pretensions by a sweeping victory over them by a score of 31 to 1. In any allusion to the Active Club the name of J. Seaver Page should be gratefully indited, as he has performed yeoman service in assisting the Club to win its present popularity and name. Mr. Page was President of the Club for nine years. The following is a summary of their games since they have been a senior club:

June 11, 1864.—Active and Empire, at Hoboken. Empire, 29 runs; Active, 16 runs; time, 1 hour 35 minutes.

July 4.—Active and Eureka, of Newark, N. J. Active, 29 runs; Eureka, 27 runs; time, 3 hours.

July 13.—Active and Empire, return game, at Hoboken. Active, 37 runs; Empire, 16 runs.

July 27.—Active and Eagle, at Hoboken. Active, 20 runs; Eagle, 18 runs; time, 2.30.

August 26.—Active and Mutual, at Hoboken. Active, 3 runs; Mutual, 22 runs; time, 2.15.

September 14.—Active and Eureka, at Hoboken; return game. Eureka, 11 runs; Active, 10 runs; time, 2.45.

September 21.—Active and Mutual, at Hoboken. Active, 8 runs; Mutual, 14 runs; time, 1.45.

October 5.—Active and Empire, at Hoboken. Active, 9 runs; Empire, 3 runs; time, 2.45.

October 27.—Active and Rose Hill Club, at Fordham. Active, 32 runs; Rose Hill Club, 16 runs.

June 13, 1865.—Active and Newark, at Newark, N. J. Active, 12 runs; Newark, 11 runs.

June 24.—Active and Resolute, Union ball ground, Brooklyn. Active, 37 runs; Resolute, 26 runs; eight innings.

July 4.—Active and Union, at Morrisania. Active, 16 runs; Union, 25 runs.

July 8.—Active and Empire, at Hoboken. Active, 15 runs; Empire, 21 runs.

July 29.—Active and Enterprise, of Brooklyn, at Hoboken. Active, 27 runs; Enterprise, 12 runs.

August 8.—The Active Club visited Philadelphia for the purpose of playing some friendly games with the clubs of that city. On the ninth of August they played with the Olympic Club, and won, by a score of 34 to 12.

August 10.—Active and Athletic, in Philadelphia. Won by the Active, by a score of 28 to 13.

August 11.—Active and Camden, on the ground of the latter. Active, 17 runs; Camden, 22 runs.

August 19.—Active and Union, of Morrisania, at Hoboken. Return game. Active, 22 runs; Union, 12 runs.

August 23.—Active and Atlantic, of Brooklyn, at Hoboken. Active, 19 runs; Atlantic, 24 runs.

August 30.—Active and Mutual, at Hoboken. Active, 21 runs; Mutual, 22 runs; eleven innings.

September 2.—Active and Enterprise, on Capitoline ground. Active, 28 runs; Enterprise, 18 runs.

September 15.—Active and Eagle, at Hoboken. Active, 54 runs; Eagle, 9 runs; eight innings.

September 21.—Active and Mutual, at Hoboken. Active, 20 runs; Mutual, 26 runs.

September 23.—Active and Union, on St. George Cricket ground, Hoboken. Active, 32 runs; Union, 10 runs. Home-and-home game.

September 29.—Active and Gotham, at Hoboken. Active, 23 runs; Gotham, 9 runs; seven innings.

October 7.—Active and Empire, at Hoboken. Active, 24 runs; Empire, 15 runs; eight innings.

October 20.—Active and Eureka, on Capitoline ground. Active, 3 runs; Eureka, 6 runs. Home-and-home game.

November 16.—Active and Alert, at Seaton Hall, South Orange, N. J. Active, 22 runs; Alert, 10 runs.

June 2, 1866.—Active and Harvard, of Harvard College; at Hoboken. Active, 24 runs; Harvard, 15 runs.

June 9.—Active and Union, at Morrisania. Active, 13 runs; Union, 56 runs.

June 16.—Active and Una, at Hoboken. Active, 23 runs; Una, 23 runs.

June 30.—Active and Enterprise, at Hoboken. Active, 31 runs; Enterprise, 26 runs.

July 4.—Active and Enterprise, on Capitoline ground. Active, 29 runs; Enterprise, 26 runs; ten innings; tie game on the ninth.

July 12.—Active and Mutual, at Hoboken. Active, 16 runs; Mutual, 23 runs.

July 21.—Active and Star, at Carroll Park, Brooklyn. Active, 32 runs; Star, 33 runs; six innings.

July 28.—Active and Excelsior, at Hoboken. Active, 9 runs; Excelsior, 7 runs; five innings.

August 15.—Active and Empire, at Hoboken. Active, 28 runs; Empire, 9 runs.

August 18.—Active and Una, at Mount Vernon. Return game. Active, 43 runs; Una, 22 runs; seven innings.

August 22.—Active and Eckford, at Hoboken. Active, 19 runs; Eckford, 16 runs; eight innings.

September 8.—Active and Eagle, at Hoboken. Active, 29 runs; Eagle, 10 runs; eight innings.

September 12.—Active and Eureka, at Hoboken. Active, 9 runs; Eureka, 24 runs.

October 3.—Active and Irvington, of Irvington, N. J. At the Sussex County Fair, held at Newton, N. J., for a silver ball. Won by the Active, by a score of 19 to 10.

October 6.—Active and Star, of Brooklyn, at Hoboken. Active, 17 runs; Star, 10 runs; seven innings.

October 17.—Active and Eureka, of Newark, N. J., at Hoboken. Active, 11 runs; Eureka, 44 runs; six innings.

The Active club-room and ground is at the Elysian Fields, Hoboken, N. J. They are now in an extremely flourishing condition, numbering 150 members, active and honorary. Their uniform is white cap, white and blue shirt, and blue pants. The officers for 1886 are: President, Charles D. Walker; Vice-President, W. J. Kelley; Recording Secretary, Cornelius T. Williamson; Corresponding Secretary, E. Hallock; Treasurer, Edgar Tilton; Delegates to National Association, Messrs. J. Seaver Page and H. A. Rogers.

MUTUAL CLUB.

The Mutual Base Ball Club, of New York, was organized June 24, 1857, but they did not engage in many games during their first season. They were, however, successful in most of their earlier contests. The first officers of the Club were: President, John Carland; Vice-President, Edward J. Shandley; Secretary, James J. Kelso; Treasurer, David Lennox.

July 29.—Mutual and Monument, at Hoboken; 70 to 13, in favor of Mutual.

August 10.—Mutual and St. Nicholas, at Hoboken; 31 to 24, won by the Mutual.

August 13.—Mutual and Monument; won by Mutual, by 67 to 17.

August 26.—Mutual and Independent; 56 to 12, in favor of Mutual.

August 23.—Mutual and Baltic; won by Mutual, by 48 to 21.

*In preparing this record of the Mutual Club, we have been assisted greatly by an old and valued friend, Mr. James McConnell.

August 30.—Mutual and Hoboken, at Hoboken; 29 to 25, in favor of Mutual.

September 10.—Mutual and Baltic; won by Mutual, by 47 to 26.

September 22.—Mutual and St. Nicholas; 51 to 21, in favor of Mutual.

September 26.—Mutual and Hoboken, at Hoboken; won by Mutual, by 31 to 19.

September 30, 1858.—Mutual and Empire, at Hoboken; 18 to 17, in favor of Mutual.

October 6.—Mutual and Independent; 54 to 13, in favor of Mutual.

OFFICERS FOR 1858: President, John Carland; Vice-President, Edward J. Shandley; Secretary, Lawrence Clancy; Treasurer, David Lennox.

August 4, 1859.—Mutual and Hoboken; ten innings; won by Mutual, by 19 to 15.

August 6.—Mutual and Jefferson; won by the Mutual; score, 33 to 17.

August 18.—Mutual and Empire; score, 17 to 13, in favor of Empire.

September 15.—Mutual and Gotham; score, 37 to 25, in favor of Gotham.

September 19.—Mutual and Atlantic, at Hoboken; score, 39 to 20, in favor of Mutual.

September 26.—Mutual and Hoboken; won by Mutual, by 31 to 19.

October 14.—Mutual and Atlantic, at Bedford; score, 15 to 5, in favor of Atlantic.

OFFICERS FOR 1859: President, Lawrence Bogart; Vice-President, James McConnell; Secretary, Thomas W. Bovell; Treasurer, Warren Davids.

July 6, 1860.—Mutual and Eagle; score, 10 to 18, in favor of Eagle.

July 30.—Mutual and Atlantic; won by the latter, by 34 to 15.

July 17.—Mutual and Gotham; 25 to 25; tie game.

August 3.—Mutual and Henry Eckford; score, 15 to 11, in favor of Mutual.

August 13.—Mutual and Empire; score, 7 to 13; eight innings; in favor of Empire.

August 20.—Mutual and Atlantic; score, 14 to 26, in favor of Atlantic.

Sept. 4.—Mutual and Gotham, return game; a second tie, 18 to 18.

Sept. 13.—Mutual and Henry Eckford; 12 to 16, in favor of the latter.

Sept. 24.—Mutual and Jefferson; score, 17 to 18, in favor of the Jefferson.

Sept. 27. Mutual and Gotham; 12 to 19; won by Gotham.

Oct. 15.—Mutual and Henry Eckford; 24 to 19; won by Henry Eckford.

OFFICERS FOR 1860: President, Lawrence Bogart; Vice-President, James McConnell; Secretary, Warren Davids; Treasurer, A. B. Taylor.

July 12, 1861.—Mutual and Alpine; score, 36 to 12, in favor of Mutual.

July 22.—Mutual and Alpine; score, 37 to 15, in favor of Mutual.

August 7.—Mutual and Gotham; score, 25 to 22, in favor of Mutual.

August 22.—Mutual and Empire; won by the Mutual, by 23 to 16.

August 27.—Mutual and Jefferson; 32 to 12, in favor of Mutual.

Sept. 3.—Mutual and Eagle; 18 to 7; won by Mutual.

Sept. 25.—Mutual and Enterprise; 33 to 21; won by Mutual.

Oct. 3.—Mutual and Atlantic, at Hoboken; 23 to 18, in favor of Mutual.

Oct. 16.—Mutual and Atlantic; 27 to 52, in favor of Atlantic.

OFFICERS FOR 1861: President, Anson B. Taylor; Vice-President, John Wildey; Secretary, Thomas W. Bovell; Treasurer, Warren Davids.

July 19, 1862.—Mutual and Gotham; 52 to 14; won by Mutual.

July 27.—Mutual and Gotham; score, 14 to 9, in favor of Gotham.

July 28.—Mutual and Jefferson; 58 to 25, in favor of Mutual.

August 4.—Mutual and Eckford; 24 to 28; won by Eckford.

August 14.—Mutual and Gotham; 14 to 15; won by Gotham.

August 21.—Mutual and Eureka, at Newark, N. J.; 14 to 13; ten innings; won by Mutual.

August 26.—Mutual and Adriatic, at Philadelphia; 33 to 5; won by Mutual.

August 27.—Mutual and Olympic, at Philadelphia; 10 to 7; won by Mutual.

August 28.—Mutual and Athletic, at Philadelphia; 10 to 17, in favor of Athletic.

Sept. 8.—Mutual and Harlem, at Harlem; 47 to 16; won by Mutual.

Sept. 22.—Mutual and Atlantic, at 65th street and 3d avenue; 15 to 10; won by Mutual.

Sept. 24.—Mutual and Eckford; 14 to 28, in favor of Eckford.

Oct. 7.—Mutual and Harlem, at Hoboken; Mutual won, by 24 to 13.

OFFICERS FOR 1862: President, Anson B. Taylor; Vice-President, Lawrence H. Bogart; Secretary, William L. Green; Treasurer, Warren Davida.

June 16, 1863.—Mutual and Athletic; 17 to 11; won by Mutual.

July 13.—Mutual and Gotham; 31 to 15; won by Mutual.

July 20.—Mutual and Empire; 24 to 12; won by Mutual.

July 22.—Mutual and Eckford, at Brooklyn; 9 to 10; won by Eckford.

July 28.—Mutual and Gotham; 19 to 5; won by Mutual.

August 3.—Mutual and Atlantic, at Bedford; 27 to 26; won by Mutual.

August 6.—Mutual and Empire; 21 to 16; won by Mutual.

August 11.—Mutual and Eureka, at Hoboken; 13 to 7; won by Mutual.

August 24.—Mutual and Eagle; 25 to 12; won by Mutual.

Sept. 4.—Mutual and Star; 32 to 19; won by Mutual.

Sept. 10.—Mutual and Atlantic; 11 to 15; won by Atlantic.

Sept. 17.—Mutual and Star, at Hoboken; 23 to 12; won by Mutual.

Sept. 24.—Mutual and Atlantic; 42 to 18; won by Mutual.

Oct. 6.—Mutual and Eckford; 10 to 18; won by Eckford.

OFFICERS FOR 1863: President, Anson B. Taylor; Vice-President, Edwin Brown; Secretary, James McConnell; Treasurer, Phineas Smith.

June 20, 1864.—Mutual and Newark; 19 to 18; won by Mutual.

June 27.—Mutual and Atlantic; 26 to 16; won by Mutual.

July 14.—Mutual and Eagle; 39 to 8; won by Mutual.

August 12.—Mutual and Gotham; 23 to 7; won by Mutual.

August 26.—Mutual and Active; 22 to 3; won by Mutual.

Sept. 24.—Mutual and Active; 48 to 8; won by Mutual.

Oct. 3.—Mutual and Gotham; 12 to 10; won by Mutual.

Oct. 10.—Mutual and Eagle; 23 to 19; won by Mutual.

OFFICERS FOR 1864: President, Anson B. Taylor; Vice-President, Edwin Brown; Secretary, William H. Dongan; Treasurer, Henry T. Clark.

June 28, 1865.—Mutual and Empire; 12 to 5; won by Mutual.

July 11.—Mutual and Gotham; 27 to 4; won by Mutual.

July 20.—Mutual and Empire; 26 to 15; won by Mutual.

August 4.—Mutual and Active; 22 to 21; won by Mutual.

August 7.—Mutual and Newark; 19 to 15; won by Mutual.

August 22.—Mutual and Gotham; 18 to 12; won by Mutual.

August 25.—Mutual and Eckford; 19 to 10; won by Mutual.

October 3.—Mutual and Gotham; 12 to 10; won by Mutual.

October 30.—Mutual and Eagle; 18 to 7; won by Mutual.

OFFICERS FOR 1865.—President, John Wildey; Vice-President, James O'Neill; Secretary, William H. Dongan; Treasurer, Henry T. Clark.

June 20, 1866.—Mutual and Union, at Morrisania; 25 to 23, in favor of Mutual.

June 28.—Mutual and Eureka; 24 to 13; won by Mutual.

July 12.—Mutual and Active, 23 to 16; won by Mutual.

August 9.—Mutual and Union, of Lansingburgh; 15 to 13; won by Union.

August 14.—Mutual and Excelsior; 32 to 13; won by Mutual.

August 21.—Mutual and Star; 45 to 16, in favor of Mutual.

August 25.—Mutual and Harlem; 34 to 20; won by Mutual.

August 28.—Mutual and Union, at Lansingburgh; 32 to 18, in favor of Union.

Sept. 6.—Mutual and Harlem, at Hoboken; 40 to 1; won by Mutual.

Sept. 13.—Mutual and Atlantic; 15 to 17; won by Atlantic.

October 11.—Mutual and Eckford; 18 to 10; won by Mutual.

October 18.—Mutual and Atlantic; 34 to 24; won by Atlantic.

October 22.—Mutual and Excelsior, at Hoboken. 23 to 6, in favor of Mutual.

OFFICERS FOR 1866.—President, John Wildey; Vice-President, Robert Lindsay; Secretary, William H. Dongan; Treasurer, Warren Davids.

The Mutual Club ranks as the most popular and strongest club in the city of New York. For a long period they have taken the lead of all the New York clubs, and have only yielded trophies to the Atlantics of all the Association clubs they have played with for the last four or five years. Their nine this season included Jewett, Martin—the most effective medium pitcher in the United States—Goldie, Hatfield, Waterman, R. Hunt, Zeller, Paterson, and Reed. Among their trophies during 1866 were those from the Excelsior, Union, Eureka, Eckford, Star, Active, Empire, Eagle, and Gotham Clubs, of Brooklyn,

New York, Newark, etc. The largest assemblages gathered at any contests at Hoboken, during each season, have been those present at the Mutual matches.

JEFFERSON CLUB.

The Jefferson Base Ball Club, of New York, was organized on the 2d of August, 1858, with the following officers: President, George Starr; Vice-President, Charles Hedden; Secretary, William Rankin; Treasurer, John Devoe. On Monday, October 4, 1858, they played their first game, their opponents being the Manhattan Base Ball Club. The game was played on the grounds of the Manhattan at Hamilton Square. Five innings only were played, the result being a decided victory for the Jefferson, by a score of 26 to 16 runs. The following players composed the Jefferson's nine: Van Kleek, catcher; McKeever, pitcher; Bradford, second base; Springsteen, third base; Davis, first base; Paul, left field; Brewster, centre field; Simpson, short stop; Scorer, Benjamin F. Okie; Umpire, Samuel Yates, of the Eagle Club. On Friday, October 15, the return game was played on the Jefferson ground, at Hoboken, the result being in favor of Manhattan, by a score of 32 to 11, in a game of seven innings. Umpire, John Goldie, of the Metropolitan Club.

June 15, 1859.—Jefferson and Hoboken, at Hoboken; 8 innings. Score, 49 to 15, in favor of the Hoboken Club. Umpire, Samuel Yates.

August 8.—Jefferson and Monument, at Hoboken. Won by the Jefferson, by a score of 31 to 20. Scorers, Abraham Devoe and Isaac L. Lent. Umpire, M. A. Curtis, of Gotham Club.

August 11.—Jefferson and Lexington, at Hoboken. Jefferson, 10 runs; Lexington, 27 runs. Scorers, Devoe and Myers. Umpire, William R. Harrison, of Hoboken Club.

August 16.—Jefferson and Yorkville, on the ground of the latter at Eighty-first street and Second avenue. Yorkville, 37 runs; Jefferson, 28 runs. Scorers, Devoe and Lynch. Umpire, Holden, of Baltic Club.

September 20.—Jefferson and Monument, on the ground of latter. Game suspended after two innings had been played, in consequence of the rain. Score, 6 to 4, in favor of the Monument.

September 27.—Jefferson and Ashland, at Hoboken; 7 innings. Won by the Jefferson, by a score of 29 to 11. Umpire, H. Josephs, of the St. Nicholas Club.

October 4.—Jefferson and Monument, at Yorkville. Jefferson, 36; Monument, 8; 8 innings. Scorers, Devoe and Downing. Umpire, J. Ross Postley, of the Metropolitan Club.

June 28, 1860.—Jefferson and Lexington, at Hoboken, 7 innings. Won by Jefferson. Score, 30 to 21. Umpire, M. A. Curtis, of Gotham Club.

July 24.—Jefferson and Gotham, at Hoboken, 9 innings. Score, 13 to 13, tie game. Umpire, J. Beard, of the Mutual Club.

August 16.—Jefferson and Champion, at Hoboken. Score, Jefferson, 12 runs; Champion, 14 runs.

October 8.—Jefferson and Gotham, return game, at Hoboken, 6 innings. Score, 22 to 3, in favor of the Gotham. Umpire, A. B. Taylor, of the Mutual Club.

October 15.—Jefferson and Alpine, at Hoboken. 6 innings. Score, 30 to 11. Umpire, James McConnell, of the Mutual Club.

During the season of 1861, the Jefferson won games from the Henry Eckford, September 16; from the Empire, September 20; from the Eagle, September 21; and one from the Alpine Club. They were defeated by the Mutuels, August 19, at Hoboken, by a score of 32 to 12.

September 2.—Jefferson and Henry Eckford, at Hoboken. Henry Eckford won by a score of 31 to 27.

July 3, 1862.—Jefferson and Union (of Morrisania). Score, 42 to 15 runs, in favor of the Jefferson.

July 17.—Jefferson and Alpine, at Hoboken. Score, 45 to 10 runs, in favor of the Jefferson. Soon after this a large number of the Jefferson Club enlisted in the Union Army, and the organi-

zation was virtually suspended until the autumn of 1865, when the club was reorganized, but too late to participate in any games until 1866, of which we append the summary :

Reorganized August 12, 1865, with the following officers : President, Leonard Springsteen ; Vice-President, Charles Paul ; Secretary, Charles Merritt ; Treasurer, William M. Richardson ; Directors, Henry L. Davis, P. Murray, M. J. Foly ; Directors to Convention, Leonard Springsteen, William M. Richardson.

OFFICERS FOR 1866.—President, Henry L. Davis ; Vice-President, Charles McDade ; Secretary, Charles F. Merritt ; Treasurer, William M. Richardson ; Directors, Henry L. Davis, P. Murray, Peter Lynch.

August 16, 1866.—Jefferson and Social, at Harlem. Victory for the Jefferson, 44 to 27.

August 30.—Jefferson and Social, return game, at Hoboken. Won by the Jefferson, 46 to 25.

September 10.—Jefferson and Empire, at Hoboken. Defeat for the Jefferson, 21 to 31.

September 25.—Jefferson and Gotham. Won by the Jefferson, 21 to 20.

Number of members, fifty ; grounds, Elysian Fields, Hoboken ; practice-days, Mondays and Thursdays. Uniform : white cap, white flannel shirt, dark blue pants, regular made ball-shoes. First nine, Murray, pitcher ; Paul, catcher ; Davis, first base ; E. Hedden, second base ; Delany, third base ; McGorman, short stop ; Braisted, left-fielder ; Lent, centre-fielder ; Hegeman, right-fielder.

SOCIAL CLUB.

The Social Base Ball Club, of New York, was organized September 8, 1859, with the following board of officers : President, M. T. Durgin ; Vice-President, Nathaniel Buckley ; Secretary, Benjamin Neilson ; Treasurer, W. H. Withey.

OFFICERS FOR 1860.—President, Geo. W. Holmes ; Vice-Presi-

dent, Peter Doyle; Secretary, Benjamin Neilson; Treasurer, W. H. Withey.

OFFICERS FOR 1861.—President, Mr. Chichester; Vice-President, Benjamin Neilson; Secretary, M. Everiss; Treasurer, Wm. H. Withey.

Location of ground, 1859, 1860.—Red House, Harlem. 1861, Brooklyn, E. D. Number of members, 38.

Social and Waverley, at Greenpoint, L. I., October 12, 1859. Won by Social. Score, 49 to 18.

Social and Baltic, June 17, 1860. 21 to 25. Red House.

Social and Henry Eckford, July 24, 1860. 14 to 38. Greenpoint.

Social and Malta, July 31, 1860. 30 to 35. Red House.

Social and Independent, October 3, 1860. 33 to 3. Red House.

The Social Club was reorganized October 18, 1865, with the following officers: President, Ignatius Flynn; Vice-President, R. J. Byrnes; Recording Secretary, P. Devitt; Corresponding Secretary, John J. Foster; Treasurer, D. C. Layman.

The Socials have played the following games during 1866:

July 28.—Social and Americus, at Newark, N. J. Score, 21 to 28.

August 16.—Social and Jefferson, at Hoboken. Score, 27 to 44.

August 24.—Social and Eclectic, at Hoboken. Social won. Score, 27 to 23.

August 30.—Social and Jefferson, at Hoboken. Score, 25 to 46.

September 5.—Social and Americus, at Hoboken. Score, 20 to 28.

October 24.—Social and Eclectic, at Hoboken, return game. Social, 14; Eclectic, 16; seven innings.

Location of play-ground and club-room, at the Elysian Fields, Hoboken. Number of members, active and honorary, seventy. Uniform: blue flannel pants, white shirt trimmed with blue, and white cap.

ECLECTIC CLUB.

The Eclectic Base Ball Club, of New York, was organized November 17, 1864, and was represented in the Convention of December 14, 1864, by Dr. W. H. Bell and M. H. Wright. Their play-days are Tuesday and Friday afternoons, at the Elysian Fields, Hoboken, N. J. The uniform of the club consists of dark blue flannel pants; white flannel shirts, with blue trimmings; red belt, and white cap (with blue star). Number of members in the club, 76, of which 40 are active members. The officers for 1866 are as follows, viz.: President, Doctor William H. Bell; Vice-President, Samuel M. Barr; Secretary, M. Engle; Treasurer, Col. William H. Lynch; Scorer, Alfred H. M. Wright; Delegates, Dr. W. H. Bell and M. T. Humphrey; Directors, M. H. Wright, W. Bell, and M. T. Humphrey. The club, since its organization, has played 23 matches—of which they have won 9, lost 13, and one game was a tie. Thirty-five different men have played, the club never playing the same nine twice. The following are the results:

September 20, 1865.—Eclectic and Americus, at Newark, N. J. Eclectic, 45; Americus, 6.

October 4.—Eclectic and Mystic, at Red House, N. Y. Eclectic, 23; Mystic, 25.

October 12.—Eclectic and Americus, return game, at Hoboken, N. J. Eclectic, 18; Americus, 11; eight innings.

October 17.—Eclectic and Mystic, return game, at Hoboken, N. J. Eclectic, 35; Mystic, 21; six innings.

October 20.—Eclectic and Knickerbocker, at Hoboken, N. J. Eclectic, 31; Knickerbocker, 31; seven innings.

June 5, 1866.—Eclectic and Americus, at Hoboken, N. J. Eclectic, 40; Americus, 11.

June 20.—Eclectic and Irvington, at Irvington, N. J. Eclectic, 18; Irvington, 57.

July 4.—Eclectic and Hudson River, of Newburgh, at Matteawan, N. Y. Eclectic, 14; Hudson River, 26.

July 10.—Eclectic and Gotham, at Hoboken. Eclectic, 12 ; Gotham, 20.

July 25.—Eclectic and Una, of Mt. Vernon, at Hoboken. Eclectic, 25 ; Una, 23 ; seven innings.

August 15.—Eclectic and Harlem, at Harlem. Eclectic, 19 ; Harlem, 21.

August 20.—Eclectic and Olympic, of Paterson, at Paterson. Eclectic, 9 ; Olympic, 21.

August 24.—Eclectic and Social, at Hoboken. Eclectic, 23 ; Social, 27 ; eight innings.

September 4.—Eclectic and Enterprise, at Hoboken. Eclectic, 14 ; Enterprise, 24.

September 19.—Eclectic and Americus, return game, at Newark. Eclectic, 20 ; Americus, 28 ; eight innings.

October 3.—Eclectic and Una, of Mt. Vernon, return game, at Mount Vernon. Eclectic, 8 ; Una, 37 ; six innings.

October 11.—Eclectic and Mohawk, at South Brooklyn. Eclectic, 25 ; Mohawk, 27 ; six innings.

October 20.—Eclectic and Enterprise, return game, at Capitoline grounds, Brooklyn. Eclectic, 18 ; Enterprise, 31 ; six innings.

October 24.—Eclectic and Social, return game, at Hoboken. Eclectic, 16 ; Social, 14 ; seven innings.

October 26.—Eclectic and Una, of Mt. Vernon, home-and-home game, at Morrisania. Eclectic, 29 ; Una, 21 ; five innings.

November 2.—Eclectic and Mohawk, return game, at Hoboken. Eclectic, 24 ; Mohawk, 22 ; seven innings.

November 13.—Eclectic and Mohawk, home-and-home game, at Capitoline grounds, Brooklyn. Eclectic, 24 ; Mohawk, 56 ; seven innings.

November 17.—Eclectic and Americus, home-and-home game, at Hoboken. Eclectic, 25 ; Americus, 17 ; seven innings.

The Eclectic Club was originated by Dr. Bell, its worthy President, who was formerly connected with the Eckford and Henry Eckford Clubs. Dr. Bell has always taken an enthusias-

tie part in promoting the prospects of our national game in this vicinity, and is deservedly popular with the base ball fraternity of the country.

SPARTA CLUB.

The Sparta Base Ball Club, of New York, was organized in 1864. The officers are: John J. Worden, President; William Bogert, Vice-President; James A. Harriott, Recording Secretary; James Hart, Corresponding Secretary; C. Loucks, Treasurer. Playing-ground, head of Erie street, Jersey City; practice-days, Mondays and Thursdays. Uniform: white cap, blue binding; white shirt, blue binding, "S" on breast in old English; white belt, with name Sparta on it. The Club is composed of forty-four active members, and one honorary member. The Club has confined itself principally to recreation games, but in 1866 they engaged in the annexed games:

August 16.—Sparta and Olympic. Score in favor of Olympic, by 23 to 14.

Early in September they played with the Neptune Club at Shrewsbury, N. J. Five innings; tie game; score, 15 to 15.

September 21.—Return game with the Neptune, at Jersey City; score, 20 to 8, in favor of the Sparta.

On the 5th of October, the home-and-home game between the Neptune and Sparta was played at Hoboken; won by the Sparta, by 47 to 29.

M. M. VAN DYKE CLUB.

The M. M. Van Dyke Base Ball Club, of New York, was organized August 6, 1865, with Wm. M. Brinley, President; James Grady, Vice-President; John Davis, Secretary, and Sidney B. Van Dyke, Treasurer; James Grady and Wm. Bates, Delegates to the Convention. The Club entered the Convention, December, 1865. The officers for the year 1866 are: Wm.

M. Brinley, President; James Grady, Vice-President; John H. Ackerman, Recording Secretary; Sidney B. Van Dyke, Corresponding Secretary; Wm. Bates and James Grady, Delegates to the Convention.

August 1, 1866.—Fulton Market and M. M. Van Dyke, on Satellite cricket ground, Brooklyn; score, in favor of Fulton Market, by 43 to 30.

August 15, 1866.—M. M. Van Dyke and Constellation, on Union grounds; Van Dyke won the game, by a score of 71 to 23.

Sept. 1, 1866.—M. M. Van Dyke and Fulton Market, on Union grounds. The Fulton Market victors, by a score of 37 to 35.

Sept. 5, 1866.—M. M. Van Dyke and Oriental, on the Oriental grounds, at Greenpoint; the Van Dyke winning by a score of 36 to 27.

Sept. 18, 1866.—M. M. Van Dyke and Oriental, on Union ground; score, M. M. Van Dyke, 28; Oriental, 23.

M. M. Van Dyke and Olympic, at Paterson, N. J.; Olympics victors, by a score of 58 to 43.

Oct. 17, 1866.—M. M. Van Dyke and Constellation, on Union grounds; score, in favor of the Van Dyke, 43 to 38.

Oct. 19, 1866.—M. M. Van Dyke and Eckford, on Union grounds; the Eckfords winning, by a score of 59 to 12.

Practice ground, Union Base Ball ground, Brooklyn, E. D. Uniform: white flannel shirt, gray flannel pants, and white cap. The M. M. Van Dyke Club numbers sixty active members, and about fifty honorary members.

UNION CLUB.

The Union Base Ball Club, of Morrisania, Westchester county, N. Y., was organized July 17, 1855, with President, Thomas E. Sutton. The club has had but four presidents, including the present incumbent, Mr. Albro. Mr. David Milliken followed Mr. Sutton; Mr. William Herring was President in 1865. Subjoined

will be found a summary of the Union's games since their organization:

October 25, 1855.—Union and Young America. Won by the Union, by a score of 25 to 8.

July 31, 1856.—Union and Baltic. Won by the Union, by a score of 23 to 17.

August 27.—Union and Baltic. Score, 15 to 12, in favor of the Union Club.

September 17.—Union and Eckford. The latter won by a score of 22 to 8.

September 25.—Union and Baltic. Won by the Union, by a score of 25 to 11.

October 15.—Union and Eckford. The Union lost by a score of 6 to 22.

August 3, 1857.—Union and Harlem. Won by the Union, whose score was 22 to 21.

September 8.—Union and Harlem. The score was 25 to 14, in favor of the Harlem Club.

September 16.—Union and Excelsior. Won by the Union, by a score of 30 to 8.

September 25.—Union and Adriatic. The latter was defeated by a score of 28 to 11.

September 28.—Union and Excelsior. The Excelsior won by a score of 41 to 23.

July 22, 1858.—Union and Excelsior. The Union lost the game; score, 30 to 18, in favor of the Excelsior.

August 5.—Union and Adriatic. Won by the Union, whose score was 33 to 16.

September 27, 1859.—Union and Atlantic. Won by the Atlantic, by a score of 39 to 5.

October 5.—Union and Excelsior. The Union victors by a score of 19 to 15.

October 7.—Union and Putnam. Result in favor of the Union; score, 23 to 22.

October 14.—Union and Empire. Won by the latter, by a score of 26 to 8.

October 25.—Union and Excelsior. The Union defeated ; score, 13 to 3.

May 23, 1860.—Union and Eckford. The latter won by a score of 22 to 19.

June 8.—Union and Atlantic. Union score, 4 runs ; Atlantic score, 15 runs.

June 26.—Union and Eagle. The latter won by a score of 26 to 15.

July 17.—Union and Putnam. Union score, 12 runs. Putnam score, 18 runs.

August.—Union and Adriatic. Won by the Union, by a score of 17 to 8.

September 7.—Union and Excelsior. Union score, 4 runs ; Excelsior score, 4 runs.

September 15.—Union and Putnam. Score, 12 runs for the Putnam, to 6 runs for the Union.

September 19.—Union and Eckford. Won by the latter, by a score of 41 to 5.

October 12.—Union and Independent. Result, a victory for the Union Club, by a score of 20 to 9.

October 27.—Union and Constellation. The latter scored 4 runs to the Union's 36 runs.

August 24, 1861.—Union and Constellation. Union score, 21 runs ; Constellation score, 7 runs.

October 1.—Union and Henry Eckford. Score, 25 to 10, in favor of the Union.

October 15.—Union and Henry Eckford. Won by the latter by a score of 32 to 19.

October 29, 1861.—Union and Eagle. Union score, 33 runs ; Eagle score, 18 runs.

July 10, 1862.—Eagle and Henry Eckford ; score, 26 to 10, in favor of the Union.

July 18, 1862.—Union and Harlem ; Union won by a score of 23 to 13.

July 26, 1862.—Union and Excelsior ; score, 12 to 4, in favor of the Union Club.

August 2, 1862.—Union and Newark. The Newark Club lost by a score of 11 to 12.

The Union Club played more games with Association clubs than any other club during 1865. They obtained creditable victories over such strong Clubs as the Eckford, Active, Star, Keystone, Camden, and Olympic; and also Newark, Hudson River, Mystic, and Pioneer Clubs. Their worst defeats were sustained at the hands of the Atlantic, Athletic, Eureka, and Excelsior Clubs; the Actives also won two balls from them.

June 14, 1865.—Union and Athletic, at Morrisania; score, 21 to 31; 9 innings; time, 3.25.

June 21.—Union and Eckford, at Morrisania; score, 27 to 18; 9 innings; time, 3.15.

June 30.—Union and Pioneer, at Newark; score, 18 to 13; 9 innings; time, 2.30.

July 4.—Union and Active, at Morrisania; score, 25 to 16; 9 innings; time, 2.25.

July 8.—Union and Eureka, at Newark; score, 5 to 30; 9 innings; time, 2.25.

July 15.—Union and Excelsior, at Morrisania; score, 14 to 43; 9 innings; time, 2.35.

July 24.—Union and Atlantic, at Morrisania; score, 5 to 15; 9 innings; time, 3 hours.

July 28.—Union and Newark, at Newark; score, 30 to 8; 9 innings; time, 3 hours.

August 2.—Union and Camden, at Philadelphia. Camden, 5 runs; Union, 31 runs.

August 3.—Union and Athletic, at Philadelphia; score, 13 to 26; 9 innings; time, 3.10.

August 5.—Union and Keystone, at Philadelphia; score, 24 to 7; 5 innings; time, 1.05.

August 10.—Union and Eckford, at Brooklyn; score, 34 to 22; 9 innings; time, 3 hours.

August 19.—Union and Active, at Hoboken; score, 12 to 22; 9 innings; time, 2.20.

September 1.—Union and Newark, at Morrisania; score, 18 to 17; 9 innings; time, 2.10.

September 7.—Union and Eureka, at Morrisania; score, 10 to 30; 9 innings; time, 2.30.

September 13.—Union and Mystic, at Morrisania; score, 54 to 9; 9 innings; time, 3 hours.

September 15.—Union and Excelsior, at Bedford; score, 34 to 35; 9 innings; time, 2.35.

September 23.—Union and Active, on the St. George's Cricket-grounds, at Hoboken; score, 10 to 32; 9 innings.

September 25.—Union and Star, at Morrisania; score, 37 to 12; 6 innings; time, 2.30.

October 5.—Union and Atlantic, at Bedford; score, 30 to 58; 8 innings; time, 3.15.

October 11.—Union and Mystic, at Red House grounds; score, 55 to 19; 9 innings.

October 14.—Union and Star, at South Brooklyn; score, 57 to 21; 8 innings; time, 2.30.

November 10.—Union and Hudson River, at Newburgh; score, 21 to 13; 9 innings; time, 2.10.

Union and Pioneer, of Newark, N. J., return game; won by the Union by a score of 31 to 9.

May 24, 1866.—Union and Surprise, at Morrisania; won by the Union by a score of 52 to 4.

June 6.—Union and Eckford, at Union grounds, Brooklyn; score, 15 to 11; in favor of the Union.

June 9.—Union and Active, at Morrisania; won by the Union by a score of 56 to 13.

June 12.—Union and Eureka, at Morrisania; Union, 28 runs; Eureka, 26 runs.

June 16.—Union and Enterprise, at Morrisania; score, 42 to 16, in favor of the Union.

June 20.—Union and Mutual, at Morrisania. Mutual won by a score of 25 to 23.

June 26.—Union and Athletic of Philadelphia, at Morrisania; Union score, 20 runs; Athletic score, 33 runs.

July 4.—Union and National of Washington, D. C., at Morrisania; score, 22 to 8, in favor of Union; time, 2.20. Umpire, T. S. Dakin, of the Excelsior Club.

July 17.—Union and Gotham, at Morrisania; won by the Union by a score of 52 to 25.

July 19.—Union and Excelsior, at Morrisania; score, 20 to 15, in favor of the Union; time, 2.40.

July 24.—Union and Uncas, at Williams's Park, Norwich, Connecticut; Uncas score, 1 run; Union score, 51 runs.

July 25.—Union and Chester, at Norwich, Connecticut; won by the Union by a score of 45 to 25.

July 25.—Union and Chester, at Norwich, Connecticut; second nines. Won by Union; score, 43 to 22.

July 26.—Union and Charter Oak, at Hartford, Conn.; Union score, 32 runs; Chester Oak score, 20 runs.

July 27.—Union and Waterbury, at Waterbury, Conn.; won by the Union nine by a score of 71 to 11.

August 16.—Union and National of Albany, N. Y., at Morrisania. Union score, 53 runs; National score, 18 runs; time, 2.45.

August 22.—Union and Surprise, at West Farms. Union won by a score of 46 to 9; 8 innings.

September 18.—Union and Eureka, at Newark, N. J.; Union score, 25 runs; Eureka score, 23 runs; time, 2.40.

October 5.—Union and Picked Nine, on the St. George Cricket-ground, Hoboken. Union, 15 runs; Picked Nine, 22 runs; time of game, 2.30.

October 6.—Union and Enterprise of Brooklyn, on the grounds of the latter; score, 43 to 6, in favor of the Union; 8 innings; time, 2.15.

October 18.—Union and Eckford, at Morrisania; won by the Union; score, 20 to 9; 5 innings.

October 27.—Union and Athletic of Philadelphia, on the grounds of the latter; won by the Union by a score of 42 to 29; 8 innings; time, 3.35. Umpire, C. Anspach, of the Olympic Club.

October 20.—Union and Hudson River of Newburgh, at Morrisania. Union score, 43 runs; Hudson River score, 4 runs; time, 2.05.

October 22.—Union and Oriental, at Greenpoint, L. I.; score, 24 to 5, in favor of the Union; 8 innings.

November 3.—Union and Excelsior, on Union ball grounds, Brooklyn; Excelsior score, 14 runs; Union score, 43 runs; time, 2.45.

November 7.—Union and St. George Cricket Club; 7 innings. St. George, 23 runs; Union, 52 runs.

The Union Club's ground and club-room is at Melrose Station, Morrisania. They now number about one hundred active, and twenty-five honorary members. Their uniform is blue cap and pants, trimmed with red; white shirt, trimmed with blue; tri-colored web belt. The officers of the Club for 1866 are: President, George H. Albro; Vice-President, W. F. Hudson; Secretary, Charles N. Swift; Game-keeper, William Anner.

EXCELSIOR CLUB.*

The Excelsior Base Ball Club, of Brooklyn, was organized December 8, 1854.

While witnessing a game played November 10 or 17, 1854, between the Knickerbockers and Eagles, it occurred to John H. Suydam and several others, to "get up" a Base Ball Club, and accordingly on Thanksgiving Day in November of that year they met for practice, but under no especial organization. They styled themselves the "J. Y. B. B. B. C.'s" (Jolly Young Bachelors' Base Ball Club). Soon after, Committees on Constitution and By-Laws, and on Grounds, were formed; and December 8, 1854, a formal meeting was held at Florence's Hotel, New York,

* For this full and complete history of the Excelsior Club we are indebted to Van Brunt Wyckoff, Esq., a gentleman who has been connected with that crack organization for many years.

when the report of the Committee on Constitution and By-Laws was read and adopted, and the name of "Excelsior" was proposed by Charles C. Suydam, and adopted; and those present, nineteen in number, proceeded to the election of officers, with the following result:

Jeremiah Nelson Tappan, President; Elisha Bacon, Vice-President; Frederick G. Eldridge, Secretary; Jonathan O. Bartholomew, Treasurer; John H. Suydam, George T. Dalton, Robert J. Hubbard, Directors.

Officers elected April 17, 1855: Jeremiah O. Bartholomew, President; Peter Van Schaack, Vice-President; J. Le Baron Willard, Secretary; P. Remsen Chadwick, Treasurer.

Officers elected April 5, 1856: James W. Andrews, President; John J. McLaren, Vice-President; Charles W. Thomas, Secretary; P. Remsen Chadwick, Treasurer.

Officers elected April 1, 1857: P. Remsen Chadwick, President; Frederick S. Wells, Vice-President; G. Henry Howell, Secretary; Henry M. Congdon, Treasurer.

October 6, 1857. The Wayne Base Ball Club consolidated with the Excelsior Base Ball Club.

The following officers were elected November 12, 1857: Joseph Bainbridge Jones, President; Joseph Bowne Leggett, Vice-President; G. Henry Howell, Secretary, to January 5, 1858; James B. Bach, Secretary, from January 5, 1858; Richard Oliver, Treasurer, to April 6, 1858; William H. Young, Treasurer from April 6, 1858; Joseph Bainbridge Jones,* M.D., Joseph B. Leggett, and James B. Bach, Delegates to Convention, March 10, March 24, March 31, and April 7, 1858, when the "National Association of Base Ball Players" was organized.

Officers elected January 14, 1859.—Joseph Bainbridge Jones, M.D., President; Joseph B. Leggett, Vice-President; Gilbert Lawrence Haight, Secretary, to May 24, 1859; Wm. B.

* The title "National Association of Base Ball Players" was inserted in the Report of the Committee at the suggestion of Joseph B. Jones, M.D., President of the Excelsior Club.

Kendall, Secretary, from May 24, 1859; Charles P. Gulick, Treasurer.

Officers elected January 3, 1860.—Joseph B. Jones, M.D., President; J. Bowne Leggett, Vice-President; Wm. B. Kendall, Secretary; Charles P. Gulick, Treasurer.

Officers elected December 12, 1860.—Joseph B. Jones, M.D., President; Joseph Ketchum, Jr., Vice-President; Charles L. Whiting, Secretary; Charles P. Gulick, Treasurer.

Officers elected January 17, 1862.—Joseph B. Jones M.D., President; Gilbert Lawrence Haight, Vice-President; William H. Holt, Secretary; Richard Oliver, Treasurer.

Officers elected March 12, 1863.—Joseph B. Jones, M.D., President, to Sept. 9, 1863; Joseph B. Leggett, President, from Sept. 9, 1863; Charles P. Gulick, Vice-President; Wm. H. Holt, Secretary; Charles J. Holt, Assistant Secretary, from April 9, 1863; Van Brunt Wyckoff, Treasurer.

Officers elected March 10, 1864.—Joseph B. Leggett, President; Richard K. Cooke, Vice-President; Charles J. Holt, Secretary; Wm. H. Holt, Assistant Secretary; Van Brunt Wyckoff, Treasurer.

Officers elected March 9, 1865.—Richard K. Cooke, President Charles P. Gulick, Vice-President; Charles J. Holt, Secretary, to May 11, when, by the Constitution, he became Recording Secretary; William H. Holt, Assistant Secretary, to May 11, when he became Financial Secretary; Van Brunt Wyckoff, Treasurer.

OFFICERS ELECTED March 8, 1866.—Joseph B. Jones, M.D., President; Richard Oliver, Vice-President; Chas. J. Holt, Recording Secretary; William H. Holt, Financial Secretary; William W. Kelly, Treasurer.

EXCELSIOR AND PUTNAM GAMES.

Oct. 8, 1856.—Played on Excelsior's ground, corner of Smith and Degraw streets. Excelsior, 16 runs; Putnam, 15 runs; six innings. Umpires, Wm. P. Dean, of Excelsior Club; Samuel Godwin, of Putnam Club. Referee, George A. Brown, of Knickerbocker Club.

October 25, 1856.—Played on Putnam's ground, between Lee and Bedford avenues, Ross and Hewes streets, E. D. (Wheat Hill.) Excelsior, 15 runs; Putnam, 21 runs. Referee, J. Drummond, of Knickerbocker Club.

July 14, 1857.—Excelsior's ground. Excelsior, 20 runs; Putnam, 37 runs; eight innings. Referee, Charles E. Place, of Eagle Club.

June 10, 1858.—Excelsior's ground. Excelsior, 18 runs; Putnam, 31 runs; nine innings. Umpire, James W. Davis, of Knickerbocker Club.

October 16, 1858.—Putnam's ground. Excelsior, 15 runs; Putnam, 19 runs; 9 innings. Umpire, Norman M. Welling, of Knickerbocker Club.

October 22, 1859.—Excelsior's ground. Excelsior, 19 runs; Putnam, 17 runs; six innings. Umpire, Marvin E. Gelston, of Eagle Club.

August 4, 1860.—Putnam's ground. Excelsior, 23 runs; Putnam, 7 runs; nine innings. Umpire, Peter O'Brien, of Atlantic Club.

EXCELSIOR AND UNION GAMES.

September 16, 1857.—Union's ground, at Morrisania. Excelsior, 8 runs; Union, 30 runs; seven innings. Referee, Charles E. Place, of Eagle Club.

November, 6, 1857.—Excelsior's ground. Excelsior, 41 runs; Union, 23 runs; eight innings. Referee, Thomas S. Dakin, of Putnam Club.

July 22, 1858.—Home-and-home game. Played on the Monumental's ground, at the Red House, Harlem. Excelsior, 30 runs; Union, 18 runs; nine innings. Umpire, E. McKinstry, of Putnam Club.

October 5, 1859.—Union's ground, at Morrisania. Excelsior, 15 runs; Union, 19 runs; nine innings. Umpire, Wm. H. Van Cott, of Gotham Club.

October 25, 1859.—Excelsior's ground. Excelsior, 13 runs; Union, 3 runs; nine innings. Umpire, Thomas S. Dakin, Putnam Club; time of game, 2.05.

September 7, 1860.—Home-and-home game. Played on the Union's ground, at Morrisania. Excelsiors, 7 runs ; Unions, 4 runs ; nine innings. Umpire, John Van Horn, of Baltic Club ; time of game, 2.23.

July 26, 1862.—Union's ground, at Morrisania. Excelsior, 4 runs ; Union, 12 runs ; six innings. Umpire, Louis F. Wadsworth, of Gotham Club.

October 14, 1862.—Excelsior's ground, "foot of Court street," South Brooklyn. Excelsior, 13 runs ; Union, 9 runs ; six innings. This was the last game in which James Creighton played. He died Oct. 18, 1862, in the 22d year of his age.

August 15, 1863.—Home-and-home game, Excelsior's ground. Excelsiors, 9 runs ; Unions, 20 runs ; nine innings. Umpire, Richard J. Pearce, of Atlantic Club.

October 1, 1864.—Excelsior's ground. Excelsiors, 8 runs ; Unions, 6 runs ; nine innings. Umpire, David A. Sutton, of Enterprise Club ; time of game, 1.30.

October 8, 1864.—On the Union's ground, at Morrisania. Excelsior, 33 runs ; Union, 26 ; seven innings. Umpire, F. Stevens, of Harlem Club.

July 15, 1865.—At Morrisania. Excelsiors, 43 runs ; Unions, 14 runs ; nine innings. Umpire, Thomas S. Dakin, of Excelsior Club ; time, 2.35.

September 15, 1865.—Played on the Capitoline ground, at Bedford. Excelsiors, 35 runs ; Unions, 34 runs ; nine innings. Umpire, William Dick, of Enterprise Club ; time of game, 3.20.

June 24, 1858.—Excelsior's ground. Excelsiors, 32 runs ; Eagles, 13 runs ; nine innings. Umpire, P. Sheridan, of Gotham Club.

September 28, 1858.—Eagle's ground, at Hoboken. Excelsiors, 36 runs ; Eagles, 25 runs ; eight innings. Umpire, William H. Van Cott, of Gotham Club.

September 8, 1859.—Gotham's ground, Hoboken. Excelsior, 24 runs ; Eagle, 20 runs ; ten innings ; tie on the ninth. Umpire, R. H. Thorn, of Empire Club.

October , 1863.—Gotham's ground, Hoboken. Excelsior,

5 runs; Eagle, 6 runs; nine innings. Umpire, J. Seaver Page, of Active Club; time of game, 1.55.

October 11, 1864.—Excelsior's ground. Excelsiors, 32 runs; Eagles, 22 runs; nine innings. Umpire, John Chapman, of Atlantic Club; time of game, 2.40.

Excelsior and Harlem.—August 5, 1858. Played on Harlem's ground, Mount Morris, One Hundred and Twenty-third street and Fifth avenue. Excelsior, 17 runs; Harlem, 17 runs; nine innings. Umpire, S. Clarke, of St. Nicholas Club.

EXCELSIOR AND KNICKERBOCKER GAMES.

July 8, 1858.—Excelsior's ground. Excelsiors, 31 runs; Knickerbockers, 13 runs; nine innings. Umpire, Samuel Yates, of Eagle Club.

August 20.—Gotham's ground, Hoboken. Excelsiors, 15 runs; Knickerbockers, 14 runs; nine innings. Umpire, William H. Van Cott, of Gotham Club.

June 30, 1859.—Knickerbocker's ground, Hoboken. Excelsiors, 26 runs; Knickerbockers, 22 runs; nine innings. Umpire, A. J. Bixby, of Eagle Club; time of game, 1.27.

August 2, 1859.—Excelsior's ground. Excelsiors, 20 runs; Knickerbockers, 5 runs; nine innings. Umpire, Peter O'Brien, of Atlantic Club; time of game, 1.50.

August 25, 1860.—Excelsior's ground. Excelsiors, 32 runs; Knickerbockers, 9 runs; nine innings. Umpire, C. A. Burtis, of Gotham Club.

A series of friendly games played between the "old friends" of the Clubs in the years 1863, 1864, and 1865, as follows:

September 3, 1863.—On Knick's ground, at Hoboken. Excelsior, 20 runs; Knickerbocker, 23 runs; nine innings.

September 22, 1863.—Excelsior's ground. Excelsior, 45 runs; Knickerbocker, 56 runs; eight innings.

October 12, 1863.—Knickerbocker's ground, at Hoboken. Excelsiors, 43 runs; Knickerbockers, 13 runs; nine innings.

July 11, 1864.—Knickerbocker's ground. Excelsiors, 36 runs; Knickerbockers, 27 runs; nine innings.

July 21, 1864.—Excelsior's ground. Excelsiors, 85 runs; Knickerbockers, 39 runs; eight innings.

Sept. 22, 1864.—Knickerbocker's ground, at Hoboken; Excelsiors, 48; Knickerbockers, 53; 9 innings.

July 6, 1865.—Knickerbocker's ground, at Hoboken; Excelsiors, 28; Knickerbockers, 20; 9 innings.

July 25, 1865.—Excelsior's ground, at Bedford, L. I.; Excelsiors, 60; Knickerbockers, 45; 9 innings.

Sept. 21, 1865.—Knickerbocker's ground, at Hoboken; Excelsiors, 17; Knickerbockers, 22; 9 innings.

Two muffin games have taken place between the Excelsiors and Knickerbockers, which, with the foregoing, constitute all the games played between these two clubs.

August 22, 1859.—Excelsior's ground; Excelsiors, 41; Knickerbockers, 37; 7 innings.

Sept. 12, 1859.—Knickerbocker's ground, at Hoboken; Excelsiors, 56; Knickerbockers, 47; 6 innings.

EXCELSIOR AND ATLANTIC.

Nov. 9, 1858.—Excelsior's ground, between Smith, Hoyt, Carroll and President streets, near Carroll Park, South Brooklyn; Excelsiors, 10; Atlantics, 22; 9 innings; Umpire, Thomas S. Dakin, of Putnam Club.

Nov. 16, 1858.—Atlantic's ground, at Bedford; Excelsiors, 6; Atlantics, 27; 6 innings; Umpire, J. McCosker, of Gotham Club.

July 19, 1860.—Excelsior's ground; Excelsiors, 23; Atlantics, 4; 9 innings; Umpire, William Barre, of Pastime Club.

August 9, 1860.—Atlantic's ground; Excelsiors, 14; Atlantics, 15; 9 innings; Umpire, William Barre, of Pastime Club.

August 23, 1860.—Putnam's ground, on Broadway; Excelsiors, 8; Atlantics, 6; 5 innings were played, when the game was *drawn*; Umpire, R. H. Thorn, of Empire Club.

EXCELSIOR AND GOTHAM.

Sept. 14, 1858.—Played on Gotham's ground, at Elysian

Fields, Hoboken; Excelsiors, 24; Gothams, 13; 9 innings; Umpire, Thomas S. Dakin, of Putnam Club.

Sept. 29, 1859.—Played on Excelsior's ground, foot of Court street, S. B.; Excelsiors, 37; Gothams, 12; 9 innings; Umpire, M. E. Gelston, of Eagle Club.

EXCELSIOR AND PASTIME.

Sept. 23, 1858.—Played on Pastime's ground, at Bedford, L. I.; Excelsiors, 43; Pastimes, 14; 9 innings; Umpire, Thomas S. Dakin, of Putnam Club.

October 8, 1858.—Played on Excelsior's ground; Excelsiors, 27; Pastimes, 11; 9 innings; Umpire, Thomas S. Dakin, of Putnam Club.

August 18, 1859.—Pastime's ground at Bedford; Excelsiors, 20; Pastimes, 12; 9 innings; Umpire, Caleb Sniffen, of Atlantic Club.

EXCELSIOR SECOND NINE AND ESCULAPIAN FIRST NINE.

October 21, 1858.—Played on Excelsior's ground; Excelsiors, 38; Esculapians, 15; 9 innings; Umpire, G. Holt, of Pastime Club.

Nov. 1, 1858.—Played on Esculapian's ground; Excelsiors, 52; Esculapians, 12; 8 innings; Umpire, G. Holt, of Pastime Club.

Excelsior and Charter Oak of Brooklyn.—May 12, 1859.—Charter Oak's ground, between Smith, Hoyt, Sackett, and Degraw streets, South Brooklyn. Excelsiors, 17 runs; Charter Oaks, 18 runs; nine innings. Umpire, Peter O'Brien, of Atlantic Club.

June 9, 1859.—Excelsior's ground. Excelsiors, 62 runs; Charter Oaks, 13 runs; nine innings. Umpire, Thomas S. Dakin, of Putnam Club.

May 17, 1860.—Charter Oak's ground. Excelsiors, 11 runs; Charter Oaks, 12 runs; nine innings. Umpire, A. J. Bixby, of Eagle Club.

June 21, 1860.—Excelsior's ground. Excelsiors, 36 runs;

Charter Oaks, nine runs; nine innings. Umpire, Andrew J. Bixby, of Eagle Club.

Excelsior and Charter Oak Games.—June 26, 1862.—Excelsiors, 20 runs; Charter Oaks, 19 runs; seven innings. Umpire, Peter O'Brien, of Atlantic Club.

Excelsior and Neosho, of New Utrecht, L. I.—June 18, 1859. Played on Neosho's ground, at the head of United States avenue, near Fort Hamilton, L. I. Excelsiors, 46 runs; Neoshos, 11 runs; nine innings. Umpire, Peter O'Brien, of Atlantic Club.

Excelsior and Baltic.—July 28, 1859. Played on Baltic's ground, corner of Eighty-first street and Second avenue. Excelsiors, 30 runs; Baltics, 19 runs; nine innings. Umpire, S. Pinckney, of Union Club.

August 11, 1859.—Excelsior's ground. Excelsiors, 41 runs; Baltics, 16 runs; nine innings. Umpire, Caleb Sniffen, of Atlantic Club.

Excelsior and Star.—September 3, 1859. Star's ground, near Carroll park. Excelsiors, 12 runs; Stars, 17 runs; nine innings. Umpire, Peter O'Brien, of Atlantic Club.

June 28, 1860.—Excelsior's ground. Excelsiors, 16 runs; Stars, 5 runs. Umpire, Andrew J. Bixby, of Eagle Club.

October 4, 1862.—Game made up in consequence of absence of Charter Oaks. Played on Excelsior's ground. Excelsiors, 5 runs; Stars, 5 runs; six innings played, when overtaken by darkness.

Excelsior and Empire Games.—September 14, 1859.—Gotham's ground at Hoboken; Excelsiors, 25 runs; Empires, 20 runs; nine innings; umpire, Henry Morrow, of Knickerbocker Club.

September 1, 1860.—Empire's ground, Hoboken; Excelsiors, 23 runs; Empires, 7 runs; nine innings; Umpire, Samuel W. Patchen, of Charter Oak Club.

September 29, 1860.—At Elysian Fields, Hoboken; Excelsiors, 23 runs; Empires, 7 runs; nine innings; Umpire, Andrew J. Bixby, of Eagle Club.

Excelsior and Independent.—September 15, 1860.—Excelsior

ground; Excelsiors, 46 runs; Independents, 14 runs; nine innings.

Excelsior and St. George's Cricket Club.—November 5, 1860. St. George's Cricket ground, Hoboken; Excelsiors, 25 runs; St. George's Cricket, 0 runs; nine innings.

Tour to Buffalo.—Saturday, June 30, 1860, the Excelsior Nine and others left for Albany. They were received by a delegation from the Champion Club of Albany, and registered at Stanwix Hall.

July 2, 1860.—Excelsior and Champion, of Albany. Excelsiors, 24 runs; Champions, 6 runs; nine innings.

After the game the Champions entertained their guests at the Merchants' Hotel.

July 3, 1860.—Excelsior and Victory, of Troy. The Excelsiors were received by Dr. Hegeman, Robert Green, and others. Played on Victory's ground at Wier's Course, Troy. Excelsiors, 13 runs; Victories, 7 runs; nine innings. After the game the Excelsiors were well entertained at the "Troy House."

July 5, 1860.—Excelsior and Niagara, of Buffalo.—The Excelsiors were met by a delegation of the Niagara at the depôt, and taken to the Mansion House. Excelsior, 50 runs; Niagara, 19 runs; 9 innings. Umpire, Frank P. Whiting, of Excelsior Club. The Excelsiors were escorted to Bloomfield's Hotel, where a splendid supper was provided. The Niagaras also went with them to Canada, to the Clifton House, where they were hospitably treated; and throughout, the attention shown the Excelsiors by their friends could not have been exceeded, and is remembered with the utmost pleasure.

July 7, 1860.—Excelsior and Flour City, of Rochester. The Excelsiors were received by a delegation of the Flour City at the depôt, and were conducted to the Osborne House. Excelsior, 21 runs; Flour City, 1 run; 9 innings.

July 9, 1860.—Excelsior and Live Oak, of Rochester. Excelsior, 27 runs; Live Oak, 9; 9 innings.

July 11, 1860.—Excelsior and Hudson River, of Newburgh. The Excelsiors were received by Mr. Miller and associates, and

conducted to the Orange Hotel. Excelsior, 59 runs; Hudson River, 14 runs; 9 innings.

July 22, 1860.—Excelsior of Brooklyn, and Excelsior of Baltimore. Excelsior of Brooklyn, 51 runs; Excelsior of Baltimore, 6 runs; 9 innings. The Excelsiors were entertained with true Southern hospitality. A magnificent dinner at Guy's, after the game, was partaken of, at which flowers in profusion decorated the tables; toasts and songs abounded. From 4 A. M. of Saturday, until 5 P. M. of Sunday, the Excelsiors of Brooklyn were occupied in one entire round of pleasure.

July 24, 1860.—Excelsior and all Philadelphia, *i. e.* a Nine selected from the Athletic, Olympic, Benedict, Winona, Equity, and United Clubs. Played at Camac Woods, Philadelphia. Excelsior, 15 runs; All Philadelphia, 4 runs; 9 innings.

Excursion to Baltimore, Md., Friday, September 21, 1860.—The Excelsior Nine and others, left for Baltimore, where they arrived at about four o'clock on Saturday morning, and were received by George Beam and associates, and taken to Guy's Monument House.

Visit to Boston, July 9, 1862.—The Excelsior nine and others left for Boston; received by a delegation of the Bowdoin Club, and conducted to the Tremont House.

July 10, 1862.—Excelsiors and Bowdoin of Boston, played on "Boston Common." Excelsiors, 41 runs; Bowdoin, 15 runs; nine innings. After the game the Excelsiors were furnished a very splendid entertainment at the "Parker House," Mayor Wightman and other distinguished guests being present.

July 11, 1862.—Excelsior and Lowell and Tri-Mountain, played on "Boston Common." Excelsiors, 39 runs; Lowell and Tri-Mountain, 13 runs; nine innings. Umpire, John A. Lowell, of Bowdoin Club. The Excelsiors were treated by the Bostonians in a very cordial manner.

Excelsior and Athletic, of Philadelphia.—June 15, 1863.—Excelsior, 17 runs; Athletic, 18 runs; ten innings.

August 3, 1863.—Excelsior and Hudson River, of Newburgh. Excelsior, 16 runs ; Hudson River, 13 runs ; 9 innings.

September 10, 1863.—Excelsior and Newark, N. J., on the Newark's ground, at Newark, N. J. Excelsiors, 17 runs ; Newarks, 10 runs ; nine innings.

September 16, 1863.—Excelsior and Henry Eckford, played on Henry Eckford's ground. Excelsiors, 26 runs ; Henry Eckfords, 21 runs ; nine innings.

September 23, 1863.—Excelsior ground. Excelsiors, 19 runs ; Newarks, 17 runs ; nine innings.

September 30, 1863.—Excelsior's ground. Excelsiors, 15 runs ; Henry Eckfords, 8 runs ; nine innings.

October 20, 1863.—Excelsior and Nassau of Princeton, N. J. Excelsior's grounds. Excelsiors, 11 runs ; Nassau, of Princeton, 12 runs ; nine innings.

July 16, 1864.—Excelsior and Enterprise. Capitoline ground, at Bedford. Excelsiors, 25 runs ; Enterprise, 19 runs ; nine innings.

August 10, 1864.—Played on the Newark's ground, at Newark, N. J. Excelsiors, 24 runs ; Newarks, 20 runs ; nine innings.

August 13, 1864.—Excelsior's ground. Excelsior, 33 runs ; Enterprise, 6 runs ; nine innings.

Excelsior and Mutual.—August 17, 1864.—Mutual's ground, at Hoboken. Excelsior, 10 runs ; Mutual, 21 runs ; five innings.

Sept. 10, 1864.—Excelsior's ground. Excelsiors, 19 runs ; Newarks, 35 runs ; nine innings. Umpire, Peter O'Brien, of Atlantic Club.

Excelsior and St. George Cricket and Picked Nine from New York.—September 23, 1864.—Played on St. George's cricket ground, at Hoboken. Excelsior, 28 runs ; St. George's Cricket and New York Base Ball Club, 15 runs ; nine innings.

September 26, 1864.—Excelsior ground. Excelsior, 22 runs ; Mutual, 33 ; nine innings.

Excelsior and Lowell, of Boston.—Played on Capitoline ground, at Bedford. Excelsior, 39 runs ; Lowell, 31 runs ; nine innings. Umpire, Colonel Fitzgerald, of Philadelphia.

October 19, 1864.—Played on Mutual's ground, at Hoboken. Excelsiors, 27 runs; Newark, 5 runs; nine innings.

Excelsior and Pioneer, of Newark, N. J.—May 20, 1865.—Pioneer's ground. Excelsior, 14 runs; Pioneer, 32 runs; nine innings.

September 26, 1865.—Capitoline ground, at Bedford. Excelsior, 46 runs; Enterprise, 21 runs; five innings.

Visit of Excelsior Club to Washington, Baltimore, and Philadelphia.—The Excelsiors left for Washington, on Saturday P.M., October 7, 1865, and arrived at Washington on Sunday A.M., where they were received by a delegation of the National Club, who conducted them in carriages to Willard's Hotel.

October 9, 1865.—Played on the President's (National's) ground, at Washington. Excelsior, 30 runs; National, 36 runs; nine innings.

After the game, the Excelsiors were sumptuously entertained by the Nationals at the National Hotel. On the following morning they left for Baltimore.

October 10, 1865.—Played on the Pastime's ground, near Druid Park, on Madison avenue. Excelsior, 51 runs; Pastime, 22 runs; six innings. Umpire, Van Brunt Wyckoff, of Excelsior Club.

The Excelsiors were received by a delegation of the Pastime Club, who escorted them in carriages to the Maltby House, where an excellent dinner was provided for them. It is worthy of remark that no money could be expended by the Excelsiors while in Baltimore. They left Baltimore in the 9.30 train for Philadelphia, quartering at the Girard House.

October 11, 1865.—Played on Athletic ground. Excelsior, 11 runs; Athletic, 45 runs; nine innings.

November 11, 1865.—Capitoline ground, at Bedford. Excelsior, 43 runs; Enterprise, 16 runs; 9 innings.

After the game, the members of both clubs proceeded to the St. James Hotel, where, at eight P.M., a large party sat down to an elegant supper.

One of the most remarkable games was played September 13, 1864, on the Excelsior ground, foot of Court street, South Brooklyn, between five members of Excelsior Club, and four members of other clubs on each side, in the remarkably short time of fifty-eight minutes; George H. E. Fletcher's side, 13 runs; Thomas S. Dakin's side, 6 runs; nine innings. This game is considered the shortest on record.

Excelsior and Harvard, of Cambridge College, Mass.—June 1, 1866. Capitoline ground; Excelsiors, 46 runs; Harvards, 28 runs; nine innings.

Excelsior and Star.—June 19, 1866. Capitoline ground; Excelsiors, 27 runs; Stars, 20 runs; nine innings.

Excelsior and National, of Washington.—July 5, 1866. Capitoline ground; Excelsiors, 46 runs; Nationals, 33 runs; nine innings.

Excelsior and Union.—July 19, 1866. At Morrisania; Excelsiors, 15 runs; Union, 20 runs; nine innings.

Excelsior and Contest.—July 24, 1866. Capitoline ground. Excelsior, 34 runs; Contest, 5 runs; nine innings.

July 28, 1866.—Excelsior and Active. Active's ground, at Hoboken. Excelsiors, 7 runs; Actives, 9 runs; five innings. Time of game, 1.25.

August 7, 1866.—Excelsior and Peconic. Capitoline ground. Excelsior, 32 runs; Peconic, 4 runs; nine innings. Time of game, 2.30.

August 14, 1866.—Excelsior and Mutual. Capitoline ground. Excelsiors, 13 runs; Mutuals, 32 runs; nine innings. Umpire, Charles Wilson, of Empire Club; time of game, 1.50.

August 17, 1866.—Excelsior and National of Albany. Capitoline ground. Excelsior, 48 runs; National, 29 runs; nine innings.

August 24, 1866.—Excelsior and Independent. Capitoline ground. Excelsior, 30 runs; Independent, 11 runs; eight innings. Time of game, 2.05.

August 28, 1866.—Excelsior and Eureka, of Newark, N. J. Eureka's ground, at Newark, N. J. Excelsior, 24 runs; Eureka, 12 runs; nine innings. Time of game, 2 hours.

September 4, 1866.—Excelsior and Star. Capitoline ground. Excelsior, 32 runs; Star, 9 runs; nine innings. Time of game, 2 hours.

September 14, 1866.—Excelsior and Enterprise. Capitoline ground. Excelsior, 16 runs; Enterprise, 18 runs; nine innings. Time of game, 1.50.

Tour to Washington, etc., September 15 to 22.—On Saturday afternoon, September 15, 1866, between forty and fifty Excelsiors left for Washington. Near Baltimore they were met by a Committee of the National Club, and on their arrival at Washington a large delegation received them at the depôt, and took them in carriages and stages to Willard's Hotel (on the morning of September 16), where choice rooms were provided for them. After breakfast, the entire party entered carriages and were taken by their guests to the Little Falls of the Potomac, and thence in the packet Minnesota to the Great Falls, where they were sumptuously feasted at the Pavilion Hotel.

On Monday, September 17th, they were conveyed in carriages to the steamer Wawaset for an excursion to Mount Vernon, the Lower Potomac, Indian Head, and Fort Washington. A select and fashionable assemblage of ladies accompanied them; also the Marine Band, led by Prof. Scala; a dirge was played by the band at the tomb of Washington, and at Fort Washington the commandant received them with military honors. Early in the evening they returned, and next they proceeded to Stagg's fine rooms, which were inaugurated on this occasion, and an elegant entertainment was provided for them.

September 18, 1866.—Excelsior and National, of Washington. On the "President's Grounds." Excelsior, 33 runs; National, 28 runs; nine innings.

On Wednesday, September 19th, the Excelsiors were given in charge of the Union Club of Washington.

Excelsior and Union, of Washington. September 19, 1866. Excelsior, 40 runs; Union, 23 runs; eight innings. In the evening the Unions entertained the Excelsiors hospitably at the National Hotel.

Thursday morning, September 20, 1866, the Excelsiors left for Baltimore. On their arrival the Excelsiors were met at the depot by a committee of the Pastimes. After partaking of a lunch at a well provided table, they were escorted to the ball ground.

Excelsior and Pastime, of Baltimore.—September 20, 1866. Excelsior, 28 runs; Pastime, 19 runs; nine innings. After the game the Excelsiors were taken to the Howard House. In the evening they were hospitably entertained at Chambaing's. On Friday morning the Excelsiors left for Philadelphia. Here they were met by a delegation of the Keystone Club. After a dinner at the Continental, the party left for the scene of action.

Excelsior and Keystone of Philadelphia, September 21, 1866. Excelsiors, 18; Keystones, 18; 8 innings.

In the evening the Keystones took the Excelsiors to Carncross & Dixie's Minstrel Hall, and paid them courteous attention. On Saturday the Excelsiors became the guests of the Olympics.

Sept. 22, 1866.—Played on the Olympic's ground; Excelsiors, 41; Olympics, 16; 9 innings.

The treatment of the Excelsiors by the Olympics was most courteous, their reception of them laying the foundation of a permanent friendship.

The Excelsiors left Philadelphia on the "Owl train," on Saturday night, Sept. 22, 1866, and arrived at home the following morning.

October 2, 1866.—Capitoline ground; Excelsior, 30 runs; Union, 29 runs; nine innings.

October 22, 1866.—Excelsior and Mutual. Played on the Mutual's ground at Hoboken; Excelsiors, 6; Mutuals, 23; 9 innings; time of game, 1 hour and 50 minutes.

Nov. 3, 1866.—Excelsior and Union. Union base ball ground, Brooklyn, E. D. Excelsior, 14; Union, 43; 9 innings. Umpire, Mills, of Atlantic Club; time of game, 2 hours and 45 minutes.

UNIFORM.—Blue pants with white cord; white shirts trimmed with blue, and the letter "E" in German text over

the chest; white cap, trimmed with blue cord at the bottom and blue braid at the top, white vizor; belt, white enamelled leather with the word Excelsior in old English.

Number of members, November 24, 1866.—Active members, three hundred and fifty; life members, sixteen; honorary members, four. Total, three hundred and seventy.

Of the original members, two remain connected with the club, as honorary members, viz. John H. Suydam, the father of the club, and Peter Van Schaack. Of those who were members (active) at the time of consolidation with the Wayne Base Ball Club, eleven exist, six of whom were Excelsiors and five were Waynes.

ATLANTIC CLUB.

The Atlantic Base Ball Club, of Brooklyn, was organized August 14, 1855, and from the day of its entrance upon the base ball field it has occupied and filled a front-rank position as a crack playing club. Unlike many of its kindred associations, who place a strong nine in the field for one summer, and perhaps a weak body of players for the ensuing season, the Atlantics have always and at all times had a nine from whom any rival club might almost despair of winning any lasting laurels. It is this extraordinary and unvarying success which has gained for them the title of "Champion;" and although this name is in every sense, for obvious reasons, ignored by the National Association, it is certain that the Atlantic Club will continue to be so styled by the press and the public, until some other organization prove themselves their superiors by defeating them in a home-and-home match. The Atlantic Club has maintained its preëminence for a long series of years, never losing it but for a season or two, when the Eckford Club bravely carried off the honors from them. The Atlantics, however, were not long in regaining their lost laurels from those who had so fairly vanquished them; and from that period to the present, the "whip" has waved from the Atlantic flagstaff.

The first officers of the club were: President, Thomas S. Powers; Vice-President, Caleb Sniffen; Secretary, Joshua H. Ackerman; Treasurer, T. S. Powers. Games played in 1855: October 21, Atlantic and Harmony, at Brooklyn. Won by the Atlantic by 24 to 22 runs. Umpire, Thomas Leavy, of the Empire Club. November 5—Atlantic and Harmony, at Brooklyn. Won by the Atlantic by a score of 27 to 10 runs.

OFFICERS FOR 1856.—President, Caleb Sniffen; Vice-President, Stephen A. Mann; Secretary, Joshua H. Ackerman; Treasurer, Peter O'Brien.

September 18, 1856.—Atlantic and Baltic, at New York. Atlantic, 21; Baltic, 19 runs.

September 27.—Atlantic and Columbia, at Brooklyn. Atlantic, 34; Columbia, 7.

October 4.—Atlantic and Columbia, at Brooklyn. Atlantic, 23; Columbia, 4.

October 7.—Atlantic and Baltic, at Brooklyn. Atlantic, 27; Baltic, 7.

During this year (1856), three games were played with the Empire Club, of New York. At that time the rule was twenty-one runs. The two first games were drawn games, and a third game was played to decide who was the victor. The game was played at the Red House, Harlem, the Empires winning; but as we have a very imperfect record, we cannot give the particulars.

OFFICERS FOR 1857.—President, Thomas Tassie; Vice-President, William F. Babcock; Secretary, John H. Ireland; Treasurer, Peter O'Brien.

August 21.—Atlantic and Continental, on Atlantic ground. Atlantic, 37; Continental, 21.

September 3.—Atlantic and Gotham, on Atlantic ground. Atlantic, 41; Gotham, 11.

September 15.—Atlantic and Eckford, on Eckford ground. Atlantic, 26; Eckford, 17.

September 24, 1857.—Atlantic and Putnam, on Atlantic ground. Atlantic, 19; Putnam, 3.

October 1.—Atlantic and Continental, on Continental ground. Atlantic, 34; Continental, 34; tie game.

October 6.—Atlantic and Continental, on Continental ground. Atlantic, 26; Continental, 13.

October 20.—Atlantic and Putnam, on Putnam ground. Atlantic, 37; Putnam, 15.

October 22.—Atlantic and Eckford, on Atlantic ground. Atlantic, 29; Eckford, 11.

OFFICERS FOR 1858.—President, Thomas Tassie; Vice-President, Folkert R. Boerum; Secretary, John H. Ireland; Treasurer, Peter O'Brien.

June 17, 1858.—Atlantic and Putnam, on Putnam ground. Atlantic, 17; Putnam, 13. Thomas Van Cott, Gotham Club, Umpire.

September 12.—Atlantic and Liberty, of New Brunswick, N. J., on Liberty ground. Atlantic, 24; Liberty, 8.

October 11.—Atlantic and Liberty, of New Brunswick, N. J., on Atlantic ground. Atlantic, 61; Liberty, 14.

October 18.—Atlantic and Putnam, on Atlantic ground. Atlantic, 18; Putnam, 7. John J. Grum, Eckford Club, Umpire.

— — Atlantic and Gotham, on Gotham ground. Atlantic, 19; Gotham, 24.

October 25.—Atlantic and Gotham, on Atlantic ground. Atlantic, 31; Gotham, 17. Thomas S. Dakin, Putnam Club, Umpire.

November 9.—Atlantic and Excelsior, on Excelsior ground. Atlantic, 22; Excelsior, 10. Umpire, Thomas S. Dakin, Putnam Club.

November 16, 1858.—Atlantic and Excelsior, on Atlantic ground. Atlantic, 27; Excelsior, 6. Umpire, John McCosker, Gotham Club.

OFFICERS FOR 1859.—President, Samuel V. Millard; Vice-President, Folkert R. Boerum; Secretary, John B. Oliver; Treasurer, John G. Price.

June 23, 1859.—Atlantic and Pastime, on Pastime ground. Atlantic, 29; Pastime, 15. Umpire, F. S. Massey, Osceola Club.

July 8.—Atlantic and Eckford, on Eckford ground. Atlantic, 25; Eckford, 15. Umpire, C. De Post, Knickerbocker Club.

August 15.—Atlantic and Pastime, on Atlantic ground. Atlantic, 22; Pastime, 13. Umpire, A. H. Mills, Eckford Club.

August 20.—Atlantic vs. Baltic, on Baltic's ground. Atlantic, 48; Baltic 10. Umpire, J. J. Grum, Eckford Club.

September 8.—Atlantic vs. Eckford, on Atlantic's ground. Atlantic, 16; Eckford, 22. Umpire, A. Liscomb, Harlem Club.

September 15.—Atlantic vs. Baltic, on Atlantic's ground. Atlantic, 55; Baltic, 11. Umpire, H. Manolt, Eckford Club.

September 19.—Atlantic vs. Mutual, on Mutual's ground. Atlantic, 39; Mutual, 20. Umpire, W. Fisher, Baltic Club.

September 27.—Atlantic vs. Union (of Morrisania), on Union's ground. Atlantic, 39; Union 5. Umpire, M. E. Gelston, Eagle Club.

October 5.—Atlantic vs. Harlem, at Harlem. Atlantic, 24; Harlem, 11. Umpire, J. J. Grum, Eckford Club.

October 12.—Atlantic vs. Eckford, on Eckford's ground. Atlantic, 22; Eckford, 12. Umpire, A. Liscomb, Harlem Club.

October 14.—Atlantic vs. Mutual, on Atlantic's ground. Atlantic, 15; Mutual, 5. Umpire, M. E. Gelston, Eagle Club.

October 19.—Atlantic vs. Star, on Star ground. Atlantic, 15; Star 12. Umpire, M. E. Gelston, Eagle Club.

Second Annual Ball, held at Musical Hall, December 12, 1859.

OFFICERS FOR 1860.—President, Thomas Tassie; Vice-President, Folkert R. Boerum; Secretary, F. K. Boughton; Treasurer, John G. Price.

May 25.—Return game; Atlantic vs. Star, on Atlantic's ground. Atlantic, 30; Star, 11. Umpire, T. S. Dakin, Putnam Club.

June 8.—Return game; Atlantic vs. Union (of Morrisania), on Atlantic's ground. Atlantic, 15; Union, 4. Umpire, E. Russell, Excelsior Club.

June 29.—Atlantic vs. Putnam, on Putnam's ground. Atlantic, 14; Putnam, 11. Umpire, Joseph Miller, Empire Club.

Return game not played, on account of the disbandment of the Putnams.

July 16.—Atlantic vs. Enterprise, on Enterprise ground. Atlantic, 38; Enterprise, 20. Umpire, John J. Grum, Eckford Club.

July 19.—Atlantic vs. Excelsior, on Excelsior's ground. Atlantic, 4; Excelsior, 23. Umpire, William Barre, Pastime Club.

July 30.—Atlantic vs. Mutual, on Mutual's ground. Atlantic, 34; Mutual, 15. Umpire, William Barre, Pastime Club.

August 9.—Atlantic vs. Excelsior, on Atlantic's ground. Atlantic, 15; Excelsior, 14. Umpire, William Barre, Pastime Club.

August 16.—Atlantic vs. Enterprise, on Atlantic's ground. Atlantic, 16; Enterprise, 14. Umpire, F. A. Biggs, Pastime Club.

September 3.—Return game; Atlantic vs. Harlem, on Atlantic's ground. Atlantic, 28; Harlem, 8. Umpire, G. Flanley, Excelsior Club.

September 20.—Atlantic vs. Mutual, on Atlantic's ground. Atlantic, 26; Mutual, 14. Umpire, John J. Grum, Eckford Club.

The home-and-home game played on the Putnam ground, was brought to a close by the Excelsior nine withdrawing from the field. The Umpire decided it no game. Umpire, R. H. Thorn, Empire Club.

October 8.—Atlantic vs. Liberty (of New Brunswick), on Atlantic's ground. Atlantic, 15; Liberty, 10. Umpire, S. F. Davenport, Hamilton Club.

October 15.—Atlantic vs. Eckford, on Eckford's ground. Atlantic, 17; Eckford, 15. Umpire, Edward Brown, Putnam Club.

October 22.—Atlantic vs. Eckford, on Atlantic's ground. Atlantic, 15; Eckford, 20. Umpire, Asa Brainard, Excelsior Club.

October 29.—Home-and-home; Atlantic vs. Eckford, on Put-

nam's ground. Atlantic, 20; Eckford, 11. Umpire, Asa Brainard, Excelsior Club.

The Atlantic's Third Annual Ball was held at Montague Hall, January 30, 1861.

OFFICERS FOR 1861.—President, George P. Phelps; Vice-President, John Brown; Secretary, F. K. Boughton; Treasurer, A. G. Babcock.

February 4.—Atlantic vs. Charles Oak, played on the Washington Skating Pond, with skates, for a silver ball. Atlantic, 36; Charter Oak, 27. Umpire, R. E. Ellembrock, Live Oak Club (of Rochester).

August 5.—Atlantic vs. Newark, on Newark ground. Atlantic, 21; Newark, 11. Umpire, Asa Brainard, Excelsior Club.

August 16.—Atlantic vs. Exercise, on Exercise ground. Atlantic, 32; Exercise, 17. Umpire, S. F. Davenport, Hamilton Club.

August 25.—Atlantic vs. Newark, on Atlantic's ground. Atlantic, 36; Newark, 18. Umpire, J. J. Grum, Eckford Club.

September 14.—Atlantic vs. Exercise, on Atlantic's ground. Atlantic, 36; Exercise, 14. Umpire, S. F. Davenport, Hamilton Club.

October 3.—Atlantic vs. Mutual, at Hoboken. Atlantic, 18; Mutual, 23. Umpire, A. T. Pearsall, Excelsior Club.

October 16.—Atlantic vs. Mutual, on Atlantic's ground. Atlantic, 52; Mutual, 27. Umpire, A. J. Bixby, Eagle Club.

October 28.—Atlantic vs. Liberty (of New Brunswick), on Liberty's ground. Atlantic, 11; Liberty, 31. Umpire, E. C. Stockton.

OFFICERS FOR 1862.—President, F. K. Boughton; Vice-President, Thomas R. Mercein; Secretary, S. A. Smith, Jr.; Treasurer, Alex. G. Babcock.

GAMES PLAYED IN 1862.—August 11.—For silver ball, best two out of three games. Atlantic and Eckford, on Eckford ground. Atlantic, 14; Eckford, 20. Umpire, A. B. Taylor, Mutual Club.

August 18.—Atlantic and Eckford, on Eckford ground.

Atlantic, 39 ; Eckford, 5. Umpire, A. T. Pearsall, Excelsior Club.

September 16.—Atlantic and Harlem, on Harlem's ground. Atlantic, 27 ; Harlem, 12. Umpire, A. B. Taylor, Mutual Club.

September 18.—Atlantic and Eckford, on Eckford ground. Atlantic, 3 ; Eckford, 8. Umpire, E. Brown, Mutual Club.

September 22.—Home-and-home. Atlantic and Mutual, at Sixty-third street, N. Y. Atlantic, 10 ; Mutual, 15. Umpire, A. Liscomb, Harlem Club.

OFFICERS FOR 1863.—President, Frederick K. Boughton ; Vice-President, William V. Babcock ; Secretary, S. Alpheus Smith, Jr. ; Treasurer, Henry J. Adair.

June 18, 1863.—Atlantic and Athletic, of Philadelphia, at Brooklyn. Atlantic, 21 ; Athletic, 13. Umpire, R. W. Skatts, Star Club.

August 3.—Atlantic and Mutual, on Atlantic ground. Atlantic, 26 ; Mutual, 27. Umpire, John J. Grum, Eckford Club.

August 6.—Atlantic and Henry Eckford, at Sixty-third street, N. Y. Atlantic, 14 ; Henry Eckford, 10. Umpire, A. Liscomb, Harlem Club.

August 13.—Atlantic and Henry Eckford, on Atlantic ground. Atlantic, 30 ; Henry Eckford, 13. Umpire, George Flanley, Excelsior Club.

August 31.—Atlantic and Eureka, at Newark. Atlantic, 16 ; Eureka, 15. Umpire, William Culyer, Empire Club.

September 2.—Atlantic and Eckford, on Atlantic ground. Atlantic, 10 ; Eckford, 31. Umpire, J. Forsyth, Gotham Club.

September 8.—Atlantic and Eckford, on Eckford ground. Atlantic, 11 ; Eckford, 21. Umpire, A. B. Taylor, Mutual Club.

September 10.—Atlantic and Mutual, on Mutual ground. Atlantic, 15 ; Mutual, 11. Umpire, W. F. Hudson, Henry Eckford Club.

September 24.—Home-and-home. Atlantic and Mutual, at Hoboken. Atlantic, 42; Mutual, 18. Umpire, E. Pennington, Eureka Club.

October 22.—Atlantic and Nassau, of Princeton, N. J., on Atlantic ground. Atlantic, 18; Nassau, 13. Umpire, George A. Chappell, Excelsior Club.

October 26.—Atlantic Nine and 18 Cricketers; the Atlantic to put out six for an inning, the Cricketers to put out three for an inning. Atlantic, 23; Cricketers, 8. Umpire, P. O'Brien, Atlantic Club.

OFFICERS FOR 1864.—President, William V. Babcock; Vice-President, W. H. Lockwood; Secretary, James Mowlem; Treasurer, Henry J. Adair. Fourth annual ball was held at Gothic Hall, February 18, 1864.

June —.—Atlantic and Combination Nine (prize game), on Atlantic ground. Atlantic, 45; Combination Nine, 11. Umpire, C. Bomeisler, Olympic Club, of Philadelphia.*

June 27.—Atlantic and Mutual, at Hoboken. Atlantic, 26; Mutual, 16. Umpire, Thos. Fitzgerald, Athletic Club, of Philadelphia.

July 6.—Atlantic and Nassau, of Princeton, N. J., on Atlantic ground. Atlantic, 42; Nassau, 7. Umpire, Simon Burns, Mutual Club.

July 8.—Atlantic and Empire, on Atlantic ground. Atlantic, 33; Empire, 8. Umpire, George Flanley, Excelsior Club.

July 18.—Atlantic and Resolute, on Resolute's ground. Atlantic, 18; Resolute, 1. Umpire, Thos. Fitzgerald, Athletic Club, of Philadelphia.

July 20.—Atlantic and Eagle (single game), at Hoboken. Atlantic, 45; Eagle, 12. Umpire, James Forsyth, Gotham Club.

July 26, 1864.—Atlantic and Eureka (return game), on Atlantic ground. Atlantic, 25; Eureka, 13. Umpire, John J. Grum, Eckford Club.

July 30.—Atlantic and Star, on Star ground. Atlantic, 35; Star, 16. Umpire, William Culyer, Empire Club.

August 4.—Atlantic and Star, on Atlantic ground. Atlantic, 35; Star 17. Umpire, M. Rogers, Resolute Club.

August 7.—Visited Philadelphia, to play the clubs of that city; registered at the American Hotel. On the ninth, the club and friends were invited to a supper given by the Keystone Club, at the St. James's Hotel. On the tenth, the Club and friends were taken in charge by the Olympic Club, and by stages proceeded to the Schuylkill Falls, and there partook of a supper. On the twelfth, they were invited to a fruit supper provided by Mrs. Col. Moore. Returned to Brooklyn on the thirteenth.

GAMES PLAYED IN PHILADELPHIA.—August 8.—Atlantic and Camden, of Camden, N. J., on Olympic ground. Atlantic, 64; Olympic, 10. Umpire, G. D. Kleinfelder, Athletic Club, of Philadelphia.

August 9.—Atlantic and Keystone, of Philadelphia, on Olympic ground. Atlantic, 65; Keystone, 10. Umpire, Joseph Patchen, Excelsior Club.

August 10.—Atlantic and Olympic, of Philadelphia, on Olympic ground. Atlantic, 58; Olympic, 11. Umpire, E. J. O'Flynn, Enterprise Club.

August 11.—Atlantic and Athletic, of Philadelphia, on Olympic ground. Atlantic, 43; Athletic, 16. Umpire, D. A. Sutton, Enterprise Club.

August 23.—Atlantic and Gotham, on Gotham ground. Atlantic, 14; Gotham, 9. Umpire, Benj. Harris, Mutual Club.

September 1.—Atlantic and Resolute, on Atlantic ground. Atlantic, 53; Resolute, 6. Umpire, D. A. Sutton, Enterprise Club.

September 12.—Atlantic and Mutual, on Atlantic ground, Atlantic, 21; Mutual, 16. Umpire, Samuel Yates, Eagle Club.

September 19.—Atlantic and Gotham, on Atlantic ground. Atlantic, 38; Gotham, 12. Umpire, J. J. Westervelt, Empire Club.

September 20.—The Club having accepted a challenge from the Young Canadian Club, of Woodstock, Canada West, to meet them at Rochester, and play a match game to test the merits of the two clubs; the Young Canadians never having been defeated,

and were recognised as the champion club of Canada. The club left Brooklyn on the twentieth, arrived in Rochester on the twenty-first; registered at the Lawrence House. Alert Hose Company, No. 1, of Rochester, treated the Club in the most hospitable manner, placing their house at the Club's disposal, as the city was full of strangers, it being the time of the State Fair. About the time of leaving, received several invitations to play clubs on the route, most of which they were compelled to decline. The games played were—

September 22.—Atlantic and Young Canadian, of Woodstock, C. W. (International Champion Game), at Rochester, New York. Atlantic, 75; Young Canadian, 11. Umpire, William McMahon, of Mutual Club, of New York.

September 23.—Atlantic and Ontario of Rochester, at Rochester. Atlantic, 54; Ontario, 5. Umpire, R. McWhinnie, Young Canadian Club. Left Rochester on the 23d for Utica, registered at Bagg's Hotel, having accepted an invitation from the Utica Club. Commenced to play on the morning of the 24th, but after playing three innings, the game was terminated by the rain. Subsequently the Atlantics were taken in charge by the Utica Club, and entertained at a superb dinner at the Central House. Left Utica on the afternoon of the 24th, and arrived in Brooklyn on the 25th.

October 19.—Atlantic and Empire, at Hoboken. Atlantic, 15; Empire, 7. Umpire, J. Seaver Page, Active Club.

OFFICERS for 1865.—President, William F. Babcock; Vice-President, W. H. Lockwood; Secretary, James Mowlem; Treasurer, A. H. Mumby.

Fifth Annual Ball was held at Gothic Hall, January 10, 1865.

January 12, 1865.—Atlantic and Gotham, on the Capitoline Skating Pond, with skates, for a silver ball. Atlantic, 32; Gotham, 5. Umpire, W. N. Wicks, Excelsior Club.

January 16.—Atlantic and Gotham, on Sylvan Lake Skating Pond, Hoboken, with skates. Atlantic, 19; Gotham, 39. Umpire, J. J. Westervelt, Empire Club.

January 26.—Atlantic and Gotham, on Washington Skating

Pond, Brooklyn, with skates. Atlantic, 50; Gotham, 30. B. Bassini, Excelsior Club, Umpire.

June 21.—Atlantic and Empire, at Hoboken. Atlantic, 21; Empire, 10. Umpire, Wm. McMahon, Mutual Club.

July 10, second nines.—Atlantic and Empire, on Atlantic ground. Atlantic, 60; Empire, 36. Umpire, G. T. Cook, Enterprise Club.

July 14.—Atlantic and Gotham, at Hoboken. Atlantic, 38; Gotham, 21. Umpire, W. McMahon, Mutual Club.

July 20.—Atlantic and Lowell, of Boston, on Atlantic ground. Atlantic, 45; Lowell, 17. Umpire, J. J. Grum, Eckford Club.

July 24.—Atlantic and Union, of Morrisania, at Morrisania. Atlantic, 15; Union, 5. Umpire, J. M. Ryder, Empire Club.

July 27.—Atlantic and Empire, on Atlantic ground. Atlantic, 65; Empire, 3. Umpire, G. Flanley, Excelsior Club.

July 29.—Atlantic and Keystone, of Phila., on Atlantic ground. Atlantic, 33; Keystone, 13. Umpire, E. H. Hayhurst, Athletic Club, of Philadelphia.

August 3.—Atlantic and Mutual, at Hoboken. Atlantic, 13; Mutual, 12. Umpire, S. Yates, Eagle Club.

August 10.—Atlantic and Star, on Atlantic ground. Atlantic, 26; Star, 13. Umpire, W. H. Murtha, Enterprise Club.

August 14.—Atlantic and Mutual, on Atlantic ground. Atlantic, 40; Mutual, 28. Umpire, J. J. Grum, Eckford Club.

August 18.—Atlantic and Eureka, at Newark. Atlantic, 21; Eureka, 20. Umpire, W. F. Hudson, Union Club, of Morrisania.

August 23.—Atlantic and Active, at Hoboken. Atlantic, 24; Active, 19. Umpire, T. Bomeisler, Eureka Club.

August 28.—Atlantic and Eagle, single game, on Atlantic ground. Atlantic, 48; Eagle, 10. Umpire, J. Delaney, Atlantic Club.

August 28.—Visited Washington, D.C., having accepted an invitation from the National Club of that city. Were the guests of the Nationals, and were quartered at the National Hotel. Played on the 29th, and left on the 30th.

August 29.—Atlantic and National, of Washington, at Wash-

ington. Atlantic, 34; National, 19. Umpire, T. S. Dakin, Excelsior Club.

August 31.—Atlantic and Eureka, on Atlantic ground. Atlantic, 38; Eureka, 37. Umpire, John J. Grum, Eckford Club.

September 21.—Atlantic and Eckford, on Atlantic ground. Atlantic, 28; Eckford, 23. Umpire, G. Flanley, Excelsior Club.

September 23.—Left Brooklyn on a visit to Boston. Arrived in that city on the 24th, quartering at the Broomfield House. On Monday, 25th, played, and were entertained by the Lowell Club. 26th.—played the Tri-Mountain Club. 27th.—played the Harvard Club. Left Boston on the 27th for Hartford, Conn. Were met by a committee of the Charter Oak Club, and by them quartered at the Allyn House, as their guests. On the evening of the 28th left for Brooklyn.

September 25.—Atlantic and Lowell, at Boston. Atlantic, 30; Lowell, 10. Umpire, Flagg, Harvard Club.

September 26.—Atlantic and Tri-Mountain, at Boston. Atlantic, 107; Tri-Mountain, 16. Umpire, Flagg, Harvard Club.

September 27.—Atlantic and Harvard, at Boston. Atlantic, 58; Harvard, 22. Umpire, John A. Lowell, of the Lowell Club.

September 28.—Atlantic and Charter Oak of Hartford, at Hartford. Atlantic, 37; Charter 11. Umpire, D. A. Sutton, Atlantic Club.

October 5.—Atlantic and Union, of Morrisania, on Atlantic ground. Atlantic, 58; Union, 30. Umpire, J. E. Duval, Excelsior Club.

October 13.—Atlantic and Eckford, on Eckford ground. Atlantic, 35; Eckford, 8. Umpire, E. Brown, Mutual Club.

October 30.—Atlantic and Athletic, of Philadelphia, at Philadelphia. Atlantic, 21; Athletic, 15. Umpire, T. C. Knight, Camden Club.

November 6.—Atlantic and Athletic, of Philadelphia, on Atlantic ground. Atlantic, 27; Athletic, 24. Umpire, J. J. Grum, Eckford Club.

November 27.—Atlantic and a Picked Nine, on Atlantic

ground. Atlantic, 28; Picked Nine, 7. Umpire, William Culyer, Empire Club.

May 30, 1866.—Atlantic and Harvard, of Cambridge, Mass. Capitoline grounds; won by the Atlantic; score, 37 to 15, time, 3.15.

June 14.—Atlantic and Irvington, at Irvington, N. J.; Atlantic score, 17 runs; Irvington, 23 runs; time, 4 hours.

June 18.—Atlantic and Peconic, Capitoline grounds; won by the Atlantic by a score of 43 to 19; time, 2.45.

July 19.—Atlantic and Peconic; score, 64 to 7, in favor of the Atlantic; time, 2.40.

July 21.—Atlantic, and Atlantic of Jamaica, L. I., on the ground of the latter; score, 38 to 4, in favor of the Atlantic; time, 2.15.

August 8.—Atlantic and Union, of Lansingburgh, on Capitoline grounds; score, 46 to 11, in favor of the Atlantic; time, 2.15.

August 18.—Atlantic and Eureka, at Newark, N. J.; won by the Eureka by a score of 30 to 10; time, 2.20.

September 9.—Atlantic and Eckford, on Union ball grounds; score, 28 to 12, in favor of the Atlantic; time, 2.25.

September 13.—Atlantic and Mutual, at Hoboken; score of Atlantic, 17 runs; Mutual score, 15 runs; time, 2.30.

September 24.—Atlantic and Irvington, Capitoline grounds; return game. Irvington score, 11 runs; Atlantic score, 28 runs; time, 2.03.

September 27.—Atlantic and Eureka, Capitoline grounds; score, 30 to 20, in favor of the Atlantic; time, 2.40.

October 1.—Atlantic and Athletic, in Philadelphia. Game brought to an abrupt termination, before two innings had been played, by a disorderly assemblage.

October 2.—Atlantic and Keystone, on the grounds of the latter, in Philadelphia. Keystone, score, 18 runs; Atlantic score, 25, runs; time, 2.25.

October 3.—Atlantic and Camden, on the grounds of the latter; won by the Atlantic; score 35 to 7; time, 2.15.

October 11.—Atlantic and Star, Capitoline grounds ; score 46 to 18, in favor of the Atlantic.

October 15.—Atlantic and Athletic, of Philadelphia, Capitoline grounds ; won by the Atlantic ; score, 27 to 17 ; Umpire, George Flanley, of the Excelsior club ; time, 3 hours.

October 18.—Atlantic and Mutual, Capitoline grounds ; in favor of the Atlantic ; score, 34 to 24.

October 25.—Atlantic and Eureka ; home-and-home game, on the Union ball grounds ; seven innings ; Eureka, 13 runs ; Atlantic, 38 runs ; time, 2.15.

October 29.—Atlantic and Irvington ; Home-and-home game, on the Union ball grounds, Brooklyn ; at the end of nine innings the score was 5 and 5 ; the Atlantic won on the tenth, by a score of 12 to 6 ; time, 2.15 ; Umpire, Birdsall, of the Union Club.

The Atlantic Club play on the Capitoline grounds, and practise on Monday and Thursday. They have 170 active, and 50 honorary members. Their uniform consists of light blue pants, white flannel shirt, and red and white caps. In addition to their summer club-room, they have also a handsomely furnished club-room at No. 355 Fulton street, Halsey Building. Officers for 1866 :—President, William V. Babcock ; Vice-President, George R. Rogers ; Recording Secretary, James Mowlem ; Corresponding Secretary, Sidney Smith ; Treasurer, A. H. Mumby.

ECKFORD CLUB.

The Eckford Base Ball Club, of Brooklyn, which has always ranked as one of the best clubs in the United States, was organized in 1855, but did not engage in any matches until 1856, when they played but two games, their competitors being the Union Club of Morisania. We quote the following letter, from the pen of Mr. Frank Pidgeon, which was published in *Porter's Spirit*, in January, 1855, as it will convey an infinitely better idea of the Eckford's *debut* than any thing we can offer the

reader. The name of Frank Pidgeon is familiar to the lovers and patrons of base ball wherever the pastime has a follower and advocate, and his merits and character are as much respected as they are widely known.

"A year ago last August, a small number of young men of that part of the city known as the Island, formed themselves into a club, for the purpose of enjoying this noble and manly game. Being shipwrights and mechanics, we could not make it convenient to practise more than once a week; and we labored under the impression that want of practice and the small number from whom to select our nine, would make it almost impossible for us to win a match if we engaged in one. However, we were willing to do the best we could, if some club would give us an invitation to play. But, alas, no such invitation came, and we began seriously to doubt if we were worth taking notice of.

"Still, we had some merry times among ourselves; we would forget business and everything else on Tuesday afternoons, go out in the green fields, don our ball suits, and go at it with a perfect rush. At such times, we were boys again. Such sport as this brightens a man up, and improves him, both in mind and body. After longing for a match, yet so dreading (not a defeat—we were sure of that) a regular 'Waterloo,' we finally, through sheer desperation, expressed a wish to play the winners in the match between the Baltic and Union Club of Morisania. The Union won, and signified their willingness to play us. Well, we had got what we wanted—a match; and then, what!—why, we would have to do the best we could. The day came at last, on which we were to meet the conquerors of the Baltic; and nine determined, but badly-scared men, whistling to keep up their spirits, might have been seen wending their way to the Red House. It would be difficult to describe the sensations we felt that day—such an intense desire to win, and such a dread of defeat! We knew that, if badly beaten, we could never succeed in building up a club. Many of our friends would not go to see the match, because they did not wish to witness our defeat. They said that the last time our 'Island'

boy spread himself, he beat not only a club, but a nation—aye, the world! Poor GEORGE STEERS! we were boys together! anything he did was well done, indeed. I fear many a long day will go by before we see his equal again.

"But, to the game. 'We pulled off our coats, and rolled up our sleeves;' we stood up to the rack, but were very nervous—first appearance on any stage! Our first man took the bat, tipped out, great dependence placed on him. Good heaven! how unfortunate! Next man got scared; caught out. No use trying to win; do the best we can, however. Steady! boys, steady! Third man gave the ball a regular crusher. One desperate yell burst from eight throats, and I am not sure that the striker did not yell with the rest. First base, go it! second base, come up! go again! stay there, stay there! Another fortunate strike; man on the third base got home. Glory! one run. Ah! how proud the Eckford Club were of that run. Some ran to the Umpire's book to see how it looked on paper.

"The innings ended with three runs for the Eckford. The Unions took the bat and made two runs—could it be possible! we could scarcely believe it. We did the best we could to keep our end up, and by that means we overdid the matter, and the result was: Eckford, 22; Union, 8. About seven o'clock that evening, nine peacocks might have been seen on their way home, with tail-feathers spread. Our friends were astonished, as well as ourselves, and all felt rejoiced at the result, except one old croaker, who insisted that 'it was all luck, and the next match would prove he was right, and that the Unions would bring out a stronger team in the next match.' We consoled ourselves, however, with the idea, that if we did not beat their team, we would send them along a pretty fast gait. On the 15th of October, we again met our gentlemanly opponents at the Red House. If we lost this match, then indeed they might say the first was all luck; but if we could only win! Every pulse beat quicker at the thought. Where there is a determination to succeed, there is seldom failure. We won, and the score stood: Union, 6; Eckford, 22. I don't exactly remember about

the peacocks coming home that evening ; all I know is, that the Unions fraternized with us, and we got home safe and happy, and, like true Christians, forgave the croaker. We look back with pride and pleasure to our first base ball matches, and hope that in all our future matches, whether we are the victors or vanquished, the same spirit of kindness and friendship may exist between our opponents and ourselves as now exist between the Union Club, of Morrisania, and the Eckford, of Manhattan Island.

F. P.

"NEW YORK, *January, 1857.*"

September 17, 1856.—Union, of Morrisania, at Red House, N. Y. Eckford, 22 ; Union, 8.

October 15.—Union, of Morrisania, at Red House, N. Y. Eckford, 22 ; Union, 6.

June 16, 1857.—Eagle, of N. Y., at Greenpoint. Eckford, 20 ; Eagle, 34.

July 29.—Empire, of N. Y., at Greenpoint. Eckford, 35 ; Empire, 33.

September 15.—Atlantic, of Brooklyn, at Greenpoint. Eckford, 17 ; Atlantic 21.

September, 15.—Eagle, of N. Y., at Hoboken. Eckford, 22 ; Eagle, 23.

October 9.—Empire, of N. Y., at Hoboken. Eckford, 23 ; Empire, 13.

October 22.—Atlantic, of Brooklyn, at Bedford. Eckford, 11 ; Atlantic, 29.

August 31, 1858.—Gotham, of N. Y., at Greenpoint. Eckford, 23 ; Gotham, 17.

September, 4.—Putnam, of Brooklyn, at Brooklyn, E. D. Eckford, 29 ; Putnam, 10.

September 8.—Harlem, of N. Y., at Harlem. Eckford, 40 ; Harlem, 22.

September 14.—Continental, of N. Y., at Greenpoint. Eckford, 48 ; Continental, 18.

October 12.—Continental, of N. Y., at Greenpoint. Eckford, 13 ; Continental, 9.

October 19.—Gotham, of N. Y., at Hoboken. Eckford, 6; Gotham, 23.

May 2, 1859.—Gotham, of N. Y., at Greenpoint. Eckford, 17; Gotham, 10.

July 1.—Putnam, of Brooklyn. Eckford, 23; Putnam, 17.

July 8.—Atlantic, of Brooklyn, at Greenpoint. Eckford, 15; Atlantic, 25.

August 2.—Continental, at Wheat Hill. Eckford, 79; Continental, 19.

August 9.—Empire, of N. Y., at Hoboken. Eckford, 21; Empire, 8.

August 17.—Hoboken, of N. Y., at Hoboken. Eckford, 40; Hoboken, 16.

August 20.—Harlem, of N. Y., at Harlem. Eckford, 15; Harlem, 13.

September 8.—Atlantic, of Brooklyn, at Bedford. Eckford, 22; Atlantic, 16.

September 28.—Harlem, at Greenpoint. Eckford, 28; Harlem, 5.

October 7.—Hoboken, of N. Y., at Greenpoint. Eckford, 51; Hoboken, 13.

November 12.—Atlantic, of Brooklyn, at Hoboken. Eckford, 12; Atlantic, 22.

November 24.—Newburgh Club, at Greenpoint. Eckford, 58; Newburgh, 19.

April, 23, 1860.—Union, of Morrisania, at Morrisania. Eckford, 22; Union, 19.

June 13.—Putnam, of Brooklyn, at Bowronville, L. I. Eckford, 36; Putnam, 29.

June 25.—Continental, of Brooklyn, at Greenpoint. Eckford, 30; Continental, 15.

July 11.—Star, of Brooklyn, at Greenpoint. Eckford, 19; Star, 6.

July 24.—Enterprise, of Brooklyn, at Bedford. Eckford, 20; Enterprise, 10.

August 1.—Union, of Elizabeth, N. J., at Elizabeth. Eckford, 35; Union, 19.

August 8.—Empire, of N. Y., at Hoboken. Eckford, 21; Empire, 13.

August 29.—Newburgh, of Newburgh, at Greenpoint. Eckford, 36; Newburgh, 22.

September 5.—Star, of Brooklyn, at Carroll Park, Brooklyn. Eckford, 16; Star, 8.

September 10.—Union, of Elizabeth, at Greenpoint. Eckford, 47; Union, 6.

September 19.—Union, of Morrisania, at Greenpoint. Eckford, 41; Union, 5.

September 26.—Enterprise, of Brooklyn, at Greenpoint. Eckford, 31; Enterprise, 18.

October 4.—Empire, of N. Y., at Greenpoint. Eckford, 26; Empire, 10.

October 8.—Metropolitan, of N. Y., at 3d avenue and 61st street, N. Y. Eckford, 28; Metropolitan, 10.

October 15.—Atlantic, of Brooklyn, at Greenpoint. Eckford, 15; Atlantic, 17.

October 22.—Atlantic, of Brooklyn, at Bedford, L. I. Eckford, 20; Atlantic, 15.

October 29.—Atlantic, of Brooklyn, at Greenpoint. Eckford, 11; Atlantic, 20.

June 5, 1861.—Enterprise, of Brooklyn, at Greenpoint. Eckford, 53; Enterprise, 19.

June 8.—Mutual, of N. Y., at Hoboken. Eckford, 18; Mutual, 10.

July 23.—Eagle, of N. Y., at Hoboken. Eckford, 23; Eagle, 32.

August 15.—Harlem, of N. Y., at Harlem. Eckford, 26; Harlem, 16.

August 28.—Newark, of Newark, at Newark. Eckford, 18; Newark, 12.

September 5.—Exercise, of Brooklyn, at Bedford. Eckford, 27; Exercise, 20.

September 13.—Eureka, of Newark, at Newark, N. J. Eckford, 11; Eureka, 9.

September 16.—Newark, of Newark, at Greenpoint. Eckford, 24; Newark, 25.

October 1.—Exercise, of Brooklyn, at Greenpoint. Eckford, 27; Exercise, 12.

October 17.—Enterprise, of Brooklyn, at South Brooklyn. Eckford, 23; Enterprise, 26.

November 12.—Newburgh, of Newburgh, at Greenpoint. Eckford, 38; Newburgh, 17.

May 20, 1862.—Enterprise, of Brooklyn, at Greenpoint. Eckford, 19; Enterprise, 20.

July 4.—Hudson River, of Newburgh, at Newburgh, N. Y. Eckford, 74; Hudson River, 29.

July 29.—Eagle, of N. Y., at Hoboken. Eckford, 18; Eagle, 5.

August 8.—Mutual, of N. Y., at Hoboken. Eckford, 28; Mutual, 24.

August 11.—Atlantic, of Brooklyn, at Union ground. Eckford, 20; Atlantic, 14.

August 13.—Harlem, of Harlem, at Union ground. Eckford, 42; Harlem, 25.

August 18.—Atlantic, of Brooklyn, Union ground, Brooklyn. Eckford, 5; Atlantic, 39.

August 19.—Newark, of Newark, N. J., at Union ground, Brooklyn. Eckford, 35; Newark, 19.

August 29.—Union, of Morrisania, at Morrisania. Eckford, 29; Union, 11.

September 18.—Atlantic, of Brooklyn, at Union ground, Brooklyn. Eckford, 8; Atlantic, 3.

September 24.—Mutual, of N. J., at Union ground, Brooklyn. Eckford, 28; Mutual, 14.

October 7.—Union, of Morrisania, at Union ground, Brooklyn. Eckford, 13; Union, 10.

October 21.—Combination Nine, of Philadelphia, at Philadelphia. Eckford, 39; Combination, 8.

October 22.—Olympic, of Philadelphia, at Philadelphia. Eckford, 39; Olympic, 13.

October 23.—Athletic, of Philadelphia, at Philadelphia. Eckford, 32; Athletic, 25.

October 24.—Keystone, of Philadelphia, at Philadelphia. Eckford, 26; Keystone, 2.

June 17, 1863.—Athletic, of Philadelphia, at Union ground, Brooklyn. Eckford, 10; Athletic, 5.

July 22.—Mutual, of N. Y., at Hoboken. Eckford, 10; Mutual, 9.

July 30.—Union, of Morrisania, at Morrisania. Eckford, 8; Union, 4.

August 4.—Hudson River, of Newburgh, at Union ground, Brooklyn. Eckford, 50; Hudson River, 13.

August 14.—Resolute, of Brooklyn, at Union ground, Brooklyn. Eckford, 16; Resolute, 5.

September 2.—Atlantic, of Brooklyn, at Bedford, L. I. Eckford, 31; Atlantic, 10.

September 8.—Atlantic, of Brooklyn, at Union ground, Brooklyn. Eckford, 21; Atlantic, 11.

September 16.—Resolute, of Brooklyn, at Union ground, Brooklyn. Eckford, 24; Resolute, 8.

September 24.—Union, of Morrisania, at Union ground, Brooklyn. Eckford, 29; Union, 5.

June 7, 1864.—Combination Ten, at Capitoline ground, Brooklyn. Eckford, 18; Combination, 24.

July 21.—Newark, of Newark, at Newark. Eckford, 37; Newark, 22.

August 22.—Mutual, of N. Y., at Hoboken. Eckford, 17; Mutual, 29.

August 30.—Eagle, of N. Y., at Hoboken. Eckford, 14; Eagle, 16.

October 10.—Mutual, of N. Y., at Union ground, Brooklyn. Eckford, 19; Mutual, 23.

June 21, 1865.—Union, of Morrisania, at Morrisania. Eckford, 18; Union, 27.

June 30.—Newark, of Newark, at Union ground, Brooklyn. Eckford, 22; Newark, 5.

July 14.—Eagle, of N. Y., at Union ground, Brooklyn. Eckford, 38; Eagle, 7.

August 2.—Empire, of N. Y., at Hoboken. Eckford, 48; Empire, 35.

August 9.—Union, of Morrisania, at Union ground, Brooklyn. Eckford, 22; Union, 34.

August 22.—Keystone, of Philadelphia, at Union ground, Brooklyn. Eckford, 16; Keystone, 18.

August 25.—Mutual, of N. Y., at Union ground, Brooklyn. Eckford, 10; Mutual, 19.

August 28.—Enterprise, of Brooklyn, at Union ground, Brooklyn. Eckford, 21; Enterprise, 20.

September 5.—Gotham, of N. Y., at Hoboken. Eckford, 18; Gotham, 9.

September 13.—Enterprise, of Brooklyn, at Bedford, L. I. Eckford, 26; Enterprise, 25.

September 21.—Atlantic, of Brooklyn, at Bedford, L. I. Eckford, 23; Atlantic, 28.

September 28.—Mutual, of N. Y., at Hoboken. Eckford, 23; Mutual, 11.

October 10.—Empire, of Brooklyn, at Union ground, Brooklyn. Eckford, 38; Empire, 8.

October 13.—Atlantic, of Brooklyn, at Union ground, Brooklyn. Eckford, 8; Atlantic, 35.

May 4, 1866.—Picked Nine, at Union ground, Brooklyn. Eckford, 50; Picked Nine, 4.

June 6.—Union, of Morrisania, at Union ground, Brooklyn. Eckford, 11; Union, 15.

June 20.—Enterprise, of Brooklyn, at Capitoline ground, Brooklyn. Eckford, 39; Enterprise, 21.

July 2.—Irvington, of Irvington, at Irvington, N. J. Eckford, 22; Irvington, 37.

July 4.—M. M. Van Dyke, at Union ground, Brooklyn. Eckford, 60; M. M. Van Dyke, 5.

July 24.—Eagle, at Hoboken. Eckford, 38; Eagle, 33.

August 1.—Empire, at Hoboken. Eckford, 53; Empire, 23.

August 22.—Active, at Hoboken. Eckford, 16; Active, 19.

August 24.—Oriental, at Greenpoint. Eckford, 33; Oriental, 12.

August 28.—Unionville, of New Utrecht, at Union ground, Brooklyn. Eckford, 56; Unionville, 20.

September 4.—Empire, at Union ground, Brooklyn. Eckford, 32; Empire, 19.

September 3.—Enterprise, of Manhasset, L. I., at Manhasset, L. I. Eckford, 34; Enterprise, 10.

September 10.—Enterprise, of Brooklyn, at Union ground, Brooklyn. Eckford, 17; Enterprise, 22.

September 12.—Irrington, at Union ground, Brooklyn. Eckford, 13; Irrington, 20.

September 19.—Atlantic, at Union ground, Brooklyn. Eckford, 12; Atlantic, 28.

October 1.—Active, at Union ground, Brooklyn. Eckford, 31; Active, 6.

October 10.—Union, at Union ground, Brooklyn. Eckford, 58; Union, 29.

October 11.—Mutual, at Hoboken. Eckford, 10; Mutual, 18.

October 18.—Union, at Morrisania. Eckford, 9; Union, 20.

October 19.—M. M. Van Dyke, at Union ground, Brooklyn. Eckford, 57; M. M. Van Dyke, 12.

October 24.—Oriental, at Union ground, Brooklyn. Eckford, 27; Oriental, 9.

Location of play-grounds: From 1855 to 1862 on the Manor House grounds, at Greenpoint, L. I. From that to the present, on the Union ball ground, Brooklyn, E. D. Practice days: Tuesday and Friday. Uniform: grey pants, white shirt, white cap with red star, and red worsted belt. Active and honorary members, 150. The Eckford annual balls have been given as follows: January 24, 1860, at the Odeon. January 20, 1861, at the Odeon. January 26, 1863, at the Odeon. January 25, 1864, at Union Hall. January 26, 1865, at Union Hall. January 4,

1866, at the Odeon. Officers of the club since its institution : 1855, President, Francis Pidgeon ; Vice-President, Wm. Logan ; Secretary, H. F. Metzler. 1856, President, Wm. H. Haight ; Vice-President, H. C. Calkins ; Secretary, H. F. Metzler. 1857, President, W. H. Haight ; Vice-President, H. C. Calkins ; Secretary, H. F. Metzler. 1858, President, Peter Tostevan ; Vice-President, W. H. Bell ; Secretary, Francis Pidgeon. 1859, President, Louis Guiledeau ; Vice-President, W. H. Bell ; Secretary, John J. Grum. 1860, President, Francis Pidgeon ; Vice-President, George Lamphear ; Secretary, M. L. Mann ; Treasurer, E. F. Jenkins. Mr. Jenkins held the position of Treasurer up to the close of 1865. For 1861, President, Francis Pidgeon ; Vice-President, George Lamphear ; Secretary, D. J. McAuslan. 1862, President, E. F. Jenkins ; Vice-President, John J. Grum ; Secretary, D. J. McAuslan. 1863, President, Francis Pidgeon ; Vice-President, John J. Grum ; Secretary, Wm. M. Brown. 1864, President, John J. Grum ; Vice-President, Henry Manolt ; Secretary, Wm. J. Watson. 1865, President, R. W. Kenyon ; Vice-President, W. M. Brown ; Secretary, M. M. Simonson. 1866, President, George Wildey ; Vice-President, W. M. Brown ; Secretary, Guy F. Gosman ; Treasurer, Joseph L. Vanderbilt.

CONTEST CLUB.

The Contest Base Ball Club, of Brooklyn, was originally organized in 1857, being the first junior club organized in Brooklyn. They held the championship of the juniors from 1857 to 1861, when they were defeated by the Mohawks, being the first and only defeat in a home-and-home game that they suffered since organization. Last year the Club was re-organized by the old members, and in the latter part of 1865 they stood at the head of the juniors. They played eight home-and-home games,—each time carrying off the ball as a memento of victory. The Unknowns and Monmouths received challenges from them, which they refused to accept, so that the Contests

think their title as champion of the juniors could easily be substantiated if they desired to claim it, but they do not, as they now belong to the seniors. They have upwards of forty members, and are in an extremely flourishing condition. They practice every Tuesday, Thursday, and Saturday on the Contest grounds, corner of Twelfth street and Third avenue.

The annual election for officers for 1866 was held in April, when the following were chosen :—President, Charles Hough ; Vice-President, George Tompkins ; Secretary, J. Boerum ; Treasurer, Silas Boone ; Corresponding Secretary, F. Boone.

July 7, 1866.—Contest and Greenwood, on the Contest's ground. Score, 57 to 13, in favor of Contest.

July 17.—Contest and Excelsior. Score, 34 to 5, in favor of Excelsior.

August 10.—Contest and Irvington. Carroll Park grounds. Score, 22 to 14, in favor of Irvington.

August 30.—Contest and Irvington, at Irvington, N. J. Score, 29 to 14, in favor of Irvington.

Nov. 17.—Contest and Pacific, of New Utrecht, L. L. Score, 15 to 14, in favor of Contest. Seven innings.

POWHATAN CLUB.

The Powhatan Base Ball Club, of Brooklyn, was organized September 14, 1858, with the following officers : President, Edward Simpson ; Vice-President, Edward Bartlett ; Secretary, George H. Tourney ; Treasurer, William Williamson.

We append summary of the games played by the Club :

November 11, 1858.—Powhatan, 36 ; Unknown, 10 ; played at Brooklyn.

July 23, 1859.—Powhatan and Resolute. Powhatan, 17 ; Resolute, 14.

August 19.—Powhatan and Oakland. Powhatan, 13 ; Oakland, 13 ; ten innings.

August 31.—Powhatan and Pacific. Powhatan, 37 ; Pacific, 22.

September 7.—Powhatan and Constellation. Powhatan, 24; Constellation, 19.

September 26.—Powhatan and Constellation. Powhatan, 22; Constellation, 10.

October 4, 1859.—Powhatan and Enterprise; played at Bedford; Powhatan, 11; Enterprise, 13.

October 11.—Powhatan and Pacific. Powhatan, 27; Pacific, 4.

October 18.—Powhatan and Lone Star, at Jersey City; Powhatan, 14; Lone Star, 12.

November 9.—Powhatan and Enterprise. Powhatan, 8; Enterprise, 15.

July 2, 1860.—Powhatan and Oakland. Powhatan, 35; Oakland, 10.

July 25.—Powhatan and Quickstep, at Bergen, N. J. Powhatan, 36; Quickstep, 9.

August 6.—Powhatan and Lone Star, at Jersey City. Powhatan, 48; Lone Star, 6.

August 22.—Powhatan and Oriental. (For the championship of the Juniors.) Played at Greenpoint. Powhatan, 16; Oriental, 11.

September 11.—Powhatan and Buena, at Morrisania. Powhatan, 20; Buena, 8.

September 18.—Powhatan and Quickstep. Powhatan, 33; Quickstep, 13.

October 9.—Powhatan and Oriental. Home-and-home game for the championship. Powhatan, 19; Oriental, 10.

May 21, 1861.—Powhatan and Star. Powhatan, 11; Star, 46.

In 1861 the Club became in a measure disorganized, on account of so many members entering the army. In September, 1865, the Powhatan reorganized, with the following officers: President, Wm. Williamson; Vice-President, A. H. Wray, Secretary, James Thompson; Treasurer, Thos. F. Mason.

July 27, 1866.—Powhatan and Greenwood. Powhatan, 23; Greenwood, 5.

August 17.—Powhatan and Mohawk. Powhatan, 17; Mohawk, 42.

August 28.—Powhatan and Atlantic, of Jamaica. Capitoline grounds. Powhatan, 51; Atlantic, 27.

September 4.—Atlantic (of Jamaica) and Powhatan (at Jamaica). Atlantic, 14; Powhatan, 9.

September 8.—Powhatan and Independent. Powhatan, 36; Independent, 19.

September 22.—Powhatan and Unionville, at Unionville, L. I. Powhatan, 41; Unionville, 15.

October 4.—Powhatan and Peconic, at Bedford. Powhatan, 28; Peconic, 27.

October 31.—Powhatan and Unionville, on Union Ball Ground. Powhatan, 16; Unionville, 9.

PACIFIC CLUB.

The Pacific Base Ball Club, of New Utrecht, L. I., was organized November 29, 1865. The first officers consisted of: President, J. Van Brunt, Jr.; Vice-President, Simon W. Dubois; Treasurer, Peter A. Hegeman; Secretary, Walter A. Brown. Number of members, fifty. Uniform: dark blue pants, white flannel shirt, blue cap, trimmed with red. Grounds at Fort Hamilton. The following are the games the club has played:

July 14, 1866.—Pacific and Unionville, on the ground of the latter. Won by the Unionville, by 43 to 27.

July 21.—Pacific and Enterprise, at New Utrecht; score, 30 to 15, in favor of Enterprise.

October 24.—Pacific and Enterprise; won by Enterprise, whose score was 52 to 19.

November 10.—Pacific and Unionville, on the ground of the former; Unionville, 26; Pacific, 47.

November 17.—Pacific and Contest; seven innings; won by Contest; score, 15 to 14.

ATLANTIC CLUB.

The following is a summary of the games played by the Atlantic Base Ball Club of Jamaica, L. I., which was organized in August, 1855, and joined the National Association in 1860.

July 21, 1858.—Atlantic and Osceola, at Jamaica. 50 to 30, in favor of Atlantic.

August 10.—Atlantic and Pastime, at Bedford. 19 to 28; won by Pastime.

September 15.—Atlantic and Pastime. 24 to 14, in favor of Atlantic.

October 14.—Atlantic and Osceola, at Brooklyn. 15 to 7, in favor of Osceola.

July 8, 1859.—Atlantic and Pastime; played at Brooklyn. 13 to 25, in favor of Pastime.

July 18.—Atlantic and Osceola. 16 to 14, in favor of Osceola. Home-and-home game.

August 17.—Atlantic and Washington, at Mineola, L. I. 21 to 18, in favor of Atlantic.

September 14.—Atlantic and Hamilton. Won by Hamilton; score, 24 to 18.

September 28.—Atlantic and Hamilton. 19 to 22, in favor of Hamilton.

Atlantic and Astoria. In favor of Atlantic by 23 to 14.

August 31, 1860.—Atlantic and Exercise. Won by Atlantic, by 15 to 13.

July 4, 1862.—Atlantic and Constellation. Won by Atlantic, by 35 to 23; played at Jamaica.

July 30.—Atlantic and Constellation, at Brooklyn. Won by Constellation, by 24 to 15.

August 22.—Atlantic and Constellation. Home-and-home game; at Bedford. Score, 24 to 8, in favor of Atlantic.

September 7.—Atlantic and Pastime. Won by the Atlantic, by 33 to 24. Played on the Pastime ground.

July 21, 1866.—Atlantic, of Brooklyn, and Atlantic, of

Jamaica, on grounds of the latter. Score, 38 to 4, in favor of the Atlantic, of Brooklyn.

August 28.—Atlantic and Powhatan, in Brooklyn. Score, 51 to 26, in favor of Powhatan.

September 4.—Atlantic and Powhatan, at Jamaica. Score, 14 to 9, in favor of Atlantic.

The grounds are located at Beaver Pond, Jamaica, Long Island. Uniform—Dark blue pantaloons; white flannel jacket; cap, light grey.

OFFICERS FOR 1866.—President, Alexander Hagner; Vice-President, Theodore Rogers; Secretary, T. J. Cogswell; Treasurer, J. V. S. Wooley.

UNA CLUB.

The Una Base Ball Club, of Mount Vernon, N. Y., was organized April 1, 1865, with the following officers:

S. P. Moore, President; Wm. H. Howe, 1st Vice-President; Wm. A. Huestace, 2d Vice-President; J. S. Fleming, Recording Secretary; D. Van Cott, Corresponding Secretary; J. H. Johnson, Treasurer.

Officers for 1866 are: S. S. Moore, Jr., President; Philip Lucas, Jr., Vice-President; C. W. Van Cott, Recording Secretary and Treasurer; J. Stevens, Corresponding Secretary.

The Una Club numbers ninety members. Uniform: white cap, red star in centre; white shirt, blue trimming; dark blue pants.

The following is a summary of the games played by the Una Base Ball Club since their organization:

May 19, 1866.—With Union, of Morrisania, at Morrisania; score, 25 to 11, in favor of the Union.

June 16.—With Active, at Hoboken; score, 23 to 17, in favor of Active.

June 27.—With Constellation, at Brooklyn; score, 42 to 9, in favor of Una Club.

July 4.—With Nonpareil, of City Island, on Nonpareil ground ; score, 49 to 9, in favor of Una.

July 25.—With Eclectic, at Hoboken ; won by Eclectic ; score, 25 to 23.

August 3.—With Union, of Morrisania, on Una's ground ; score, 27 to 18, in favor of Union.

August 18.—With Active ; return game, at Mount Vernon ; won by Active ; score, 43 to 22.

Sept. 3.—With Constellation ; return game, at Mount Vernon ; score, 39 to 23, in favor of Una Club.

Oct. 2.—With Eclectic ; return game, at Mount Vernon ; Una won ; score, 37 to 8.

Oct. 10.—With Resolute, of Elizabeth, N. J., on the ground of Resolute ; won by the Una ; score, 30 to 39.

Oct. 17.—With Stamford Club, at Mount Vernon ; score, 25 to 15, in favor of Una.

Oct. 26.—With Eclectic ; home-and-home game ; on the ground of the Union Club, at Morrisania ; won by the Eclectic, by 29 to 21.

Nov. 3.—With Stamford Club, at Stamford, Conn. ; won by the Una Club ; score, 29 to 8.

SURPRISE CLUB.

The Surprise Base Ball Club, of West Farms, N. Y., was organized Sept. 20, 1865, with the following officers : John W. Bolton, President ; John Valentine, Vice-President ; A. D. Pettit, Secretary. Delegates—John W. Bolton and James W. Graff.

OFFICERS FOR 1864.—Samuel W. Purdy, President ; Andrew J. Wood, Vice-President ; James W. Graff, Secretary ; John W. Bolton, Treasurer.

October 19, 1865, with Metamora, of Fordham. Score, Surprise, 7 ; Metamora, 11.

November 3, 1865, with Una, of Mount Vernon. Score, Surprise, 27 ; Una, 28.

November 11, 1865, with Una, of Mount Vernon. Score, Surprise, 19; Una, 51.

May 24, 1866.—With Union, of Morrisania. Surprise, 4; Union, 52.

June 21.—With Mohawk, of Brooklyn. Surprise, 10; Mohawk, 40.

July 20.—With Union, of Morrisania. Score: Surprise, 9; Union, 46.

September 5.—With Ambidexter Club, of New Rochelle. Surprise, 20; Ambidexter, 14.

September 21.—With Harlem Club, of Harlem. Surprise, 6; Harlem, 13.

October 18.—With Arctic Club, of Brownsville. Surprise, 23; Arctic, 26.

October 25.—With Arctic Club. Surprise, 42; Arctic, 17.

November 7.—With Athlete, of Washington Heights. Surprise, 23; Athlete, 17.

UNIFORM.—White flannel shirt, trimmed with blue; blue flannel pants; blue cap with white star; black leather belt. Ground located at East Tremont, Westchester County, N. Y. Number of members—48 active, 2 honorary.

UNDERCLIFF CLUB.

The Undercliff Base Ball Club, of Cold Spring, New York, was organized August 10, 1865, with the following officers:

Jackson O. Dykeman, President; Hamilton Jaycox, Vice-President; Wm. K. Lawson, Secretary; Seymour B. Nelson, Treasurer.

Reorganization of club, April 10, 1866. Officers elected for the year 1866: Wm. A. Ladue, President; Hamilton Jaycox, Vice-President; Wm. K. Lawson, Secretary; Joseph Morrison, Treasurer.

RESULT OF GAMES FOR 1865.—August 12—Undercliff and Highland, at Cold Spring, N. Y.; won by Undercliff, by a score of 49 to 33.

August 19.—Undercliff and Highland at Cold Spring ; score, 31 to 23, in favor of Undercliff.

August 30.—Undercliff and Poughkeepsie, at Cold Spring ; score, 33 to 26, in favor of Poughkeepsie.

Sept. 5.—Undercliff and Poughkeepsie, at Poughkeepsie ; won by Undercliff, by a score of 37 to 30.

Sept. 13.—Undercliff and Poughkeepsie, at Cold Spring ; won by the latter, by a score of 33 to 23.

Sept. 29.—Undercliff and Lorillard, at Rhinebeck ; score, 62 to 43, in favor of the Lorillard.

Nov. 9.—Undercliff and Petroleum, at Fishkill village ; won by the former, by 30 to 21.

May 26, 1866.—Undercliff and Cedar Grove, at Cold Spring ; score, 89 to 23, in favor of Undercliff.

July 20.—Undercliff and Hudson River, of Newburgh, at Cold Spring ; Hudson River, 23 ; Undercliff, 21.

August 8.—Undercliff and Lone Star, at Matteawan ; score in favor of Undercliff, by 19 to 18.

August 15.—Undercliff and National, of Albany, at Cold Spring ; National, 81 ; Undercliff, 30.

The uniform of the club consists of white cap, white shirt, and blue pants. Their practice-ground is located a short distance from the village of Cold Spring, adjoining the residence of the late General George P. Morris. Number of members, about fifty.

HUDSON RIVER CLUB.

NEWBURGH, April 23, 1866.

MR. CHAS. A. PEVERELLY :

DEAR SIR—It is impossible for the Hudson River Base Ball Club to give any satisfactory account of its origin and history. The few data that I am able to obtain, you are welcome to ; but they are rather meagre to prove very satisfactory.

The Hudson River Base Ball Club, of Newburgh, was organized in the spring of 1859. William C. Miller was President for the years of 1859, 1860, 1861, 1862, and 1863 ; David A. Scott,

Surrogate of Orange county, for 1864, 1865, and 1866. Vice-President, Captain Henry Robinson, for 1859 and 1860; Dr. L. S. Straw, 1861 and 1862; Wm. L. Smith, 1863 and 1864; W. H. Kelly, 1865 and 1866. Secretaries—A. S. Cassidy, 1859, 1860, 1861, 1862, and 1863; W. H. Kelly, 1864; A. S. Mapes, deceased, 1865; L. B. Halsey, 1866. We have played in Albany, Saugerties, Kingston, Poughkeepsie, New York, and Brooklyn. We have not been defeated in a return game by any club outside of New York and Brooklyn. In those cities we have lost games with the Excelsior, Star, Eckford, Mutual, and Gotham; which clubs we have never defeated in any game. The Unions, of Morrisania, have won a home-and-home match. We have won from the Empire, Eagle, Enterprise, Resolute, and Mystic Clubs. The nine for 1865 were as follows: catcher, James Boyd; pitcher, W. H. Kelly; first base, George Leonard; second base, Albert Lindley; third base, Samuel Miller; left field, A. G. Mapes, deceased; centre field, Watson Fisher; right field, H. C. Milspagh. Mapes was a great loss, both to the efficiency of the nine, and to the welfare of the club. He was widely known as a ball-player, and was not to be excelled in his position by any one. Our grounds are situated at the corner of South and Johnson streets, in Newburgh, Orange county, New York. We practise every Tuesday and Friday of each week. Uniform—white shirt and cap; blue pants. We frequently receive clubs from the cities of New York and Brooklyn, and we cordially extend a general invitation to all clubs in good standing to visit our beautiful city in future. In 1865, we were the guests of the Enterprise, Mystic, Gotham, and Mutual Clubs, respectively. We have forty active members, ten honorary. The organization has always commanded the respect and esteem of our citizens, and now stands very high in this community.

LEWIS B. HALSEY, Secretary.

The following are the principal games in which the club has engaged during the past season:

July 4, 1866.—Hudson River and Eclectic, of New York, at

Matteawan, for silver ball. Won by the Hudson River, by 26 to 14.

July 20.—With Undercliff, at Cold Spring. Score in favor of Hudson River, by 23 to 21.

September 29.—With Union, of Lansingburgh, at Poughkeepsie, for silver ball. Won by Union; score, 18 to 17.

October 20.—With Union, of Morrisania, on the ground of the latter. Score, 43 to 4, in favor of the Union Club.

NATIONAL CLUB.

The National Base Ball Club of Albany, N. Y., was organized May 6, 1864, with the following officers:—President, H. A. Carpenter; Vice-President, C. C. Alden; Secretary, Edward A. Server; Treasurer, Edward A. Durant. The Nationals engaged in the annexed games during 1864:

June.—With Live Oak. Score, Live Oak, 34; National, 31.

August.—With Eckford. Score, Eckford, 40; National, 29.

August.—With Live Oak. Score, National, 27; Live Oak, 43.

September.—With Mohawk. Score, National, 55; Mohawk, 31.

October.—With Mohawk. Score, Mohawk, 10; National, 28.

October.—With Enterprise, of Troy. National, 45; Enterprise, 20.

The following officers were elected in 1865:—President, J. Townsend Lansing; Vice-President, George Leonard; Secretary, Edward A. Server; Treasurer, Thomas W. Cantwell.

January, 1865.—With Knickerbocker, on skates. Knickerbocker, 24; National 5.

January.—With Washington, of Troy, on skates. Washington, 10; National, 21.

February.—With Washington, of Troy, on skates. National, 33; Washington, 33.

June 15.—With Knickerbocker, at Albany. Knickerbockers, 53; Nationals, 15.

July 3.—With Utica City, of Utica, at Utica. Utica City, 75; Nationals, 17.

July 22.—With Indianola, at Albany. Indianola, 38; Nationals, 50.

July 26.—With Enterprise, of Troy, at Troy. Enterprise, 37; Nationals, 21.

August 9.—With Enterprise, of Troy, at Albany. Enterprise 24; Nationals, 15.

August.—With Columbia, of Chatham, at Chatham. Columbia, 20; Nationals, 22.

August 24.—With Eckford, at Albany. Eckfords, 20; Nationals, 27.

September 5.—With Eckford, at Albany. Eckfords, 18; Nationals, 25.

October 12.—Hiawatha, of Utica, at Albany. Hiawatha, 18; Nationals, 26.

October 26.—Knickerbocker, at Albany. Knickerbockers, 21; Nationals, 24.

November 2.—With Knickerbocker, at Albany. Knickerbockers, 20; Nationals, 6.

November 8.—With Albany, at Albany. Albany, 13; Nationals, 45.

November 16.—With Live Oak, at Albany. Live Oaks, 15; Nationals, 13.

November 25.—With Live Oak, at Albany. Live Oaks, 14; Nationals, 33.

The annual election for 1866 resulted as follows:—President, J. T. Lansing; Vice-President, N. B. Clement; Recording Secretary, J. E. Soule; Corresponding Secretary, D. W. Johnson, Treasurer, W. H. McClure.

January 23, 1866.—With Knickerbocker, at Albany. National, 36; Knickerbocker, 9.

June 1.—With Live Oak, at Albany. National, 42; Live Oak, 16.

June 22.—With Albany, at Albany. National, 50; Albany, 38.

June 30.—With Pioneer, at Albany. National, 57; Pioneer, 6.

July 19.—With Victory, of Troy, at Troy. National, 42; Victory, 27.

August 2.—With Knickerbocker, at Albany. National, 17; Knickerbocker, 22.

August 6.—With Wide Awake, of Green Island, at Albany. National, 59; Wide Awake, 8.

August 14.—With Lorillard, of Rhinebeck, at Rhinebeck. National, 38; Lorillard, 11.

August 14.—With Fremont, of Fishkill, at Fishkill. National, 113; Fremont, 15.

August 15.—With Undercliff, of Cold Spring, at Cold Spring. National, 81; Undercliff, 20.

August 16.—With Union, of Morrisania, at Morrisania. National, 18; Union, 53.

August 17.—With Excelsior, of Brooklyn, at Brooklyn. National, 29; Excelsior, 48.

August 22.—With Columbia, of Chatham, at Albany. National, 60; Columbia, 20.

August 23.—With Hiawatha, of Utica, at Albany. National, 24; Hiawatha, 7.

September 3.—With Union, of Lansingburgh, at Albany. National, 23; Union, 18.

September 5.—With Knickerbocker, of Albany, at Albany. National, 8; Knickerbocker, 21.

The first nine of the National consists of Sprague, third base; Bush, catcher; Ross, right field; Waddell, pitcher; Wolverston, short stop; Lansing, first base; McClure, second base; Ertzberger, left field; and Johnson, centre field.

UTICA CLUB.

The Utica Base Ball Club of Utica, N. Y., was organized April 18, 1859. The following is a list of the officers of the Club since its organization:

Officers for 1859.—President, Samuel Barnum; Secretary Wm. J. Doolittle; Treasurer, Samuel Y. Lane.

Officers for 1860.—President, N. C. White; Secretary, M. G. Thomson; Treasurer, S. Y. Lane.

Officers for 1861.—President, N. C. White; Secretary, M. G. Thomson; Treasurer, James Murdock.

Officers for 1862.—President, G. J. Sicard; Secretary, M. G. Thomson; Treasurer, James Murdock.

Officers for 1863.—President, Geo. J. Sicard; Secretary, M. G. Thomson; Treasurer, James Murdock.

Officers for 1864.—President, J. C. McIntosh; Secretary, G. J. Curran; Treasurer, Wm. J. Doolittle.

Officers for 1865.—President, Henry Griffin; Vice-President, Lewis H. Babcock; Corresponding Secretary, L. M. Thomson; Recording Secretary, Horace E. Day; Treasurer, John S. Hill.

The club-grounds are situated near the New York Central Railroad depôt, on the bank of the Mohawk river, three miles from Baggs' Hotel and the depôt. The club has seventy-five active, and thirty honorary members. Since their organization, the club has played over fifty games, losing but thirteen. Delegates to "National Association of Base Ball Players," Messrs. M. Callender and E. E. Millard.

KNICKERBOCKER CLUB.

The Knickerbocker Base Ball Club, of the City of Albany, was organized on the 13th day of September, 1860. The officers of the Club for 1860 and 1861 were: President, J. L. Babcock; Vice-President, R. V. DeWitt, Jr.; Recording Secretary, W. R. Seymour; Corresponding Secretary, A. B. McDonald; Treasurer, W. H. Haakell.

September 22, 1860.—With Mohawk, at Schenectady. Knickerbocker, 32; Mohawk, 23.

September 28.—With Preams, at Troy. Knickerbocker, 28; Preams, 24.

October 27.—With Mohawk, at Schenectady. Knickerbocker, 17; Mohawk, 30.

November —.—With Champion, at Albany. Knickerbocker 22; Champion, 8.

October 8, 1861.—With Victory, of Troy. Knickerbocker, 17; Victory, 19.

October 29.—With Knickerbocker, of Troy. Knickerbocker, 38; Knickerbocker of Troy, 18.

OFFICERS FOR 1862.—President, Hon. A. D. Robinson; Vice-President, W. H. Haskell; Corresponding Secretary, H. C. Steele; Recording Secretary, F. P. Olcott; Treasurer, R. Headlam.

November 9.—Champion, of Albany. Knickerbocker, 16; Champion, 10.

June 6.—With Victory, of Troy. Knickerbocker, 20; Victory, 28.

July 15.—With Victory, of Troy. Knickerbocker, 74; Victory, 35.

— With Utica Club, at Utica. Knickerbocker, 37; Utica, 42.

— With Utica Club, at Albany. Knickerbocker, 33; Utica, 18.

November 6.—With Victory, at Albany. Knickerbocker, 29; Victory, 20.

OFFICERS FOR 1863.—President, R. V. DeWitt, Jr.; Vice-President, A. Strever; Corresponding Secretary, M. V. B. Winne; Recording Secretary, G. H. Turner; Treasurer, A. B. Lathrop.

June 22, 1863.—With Victory, at Saratoga. Knickerbocker, 20; Victory, 21.

July 22.—With Victory, at Troy. Knickerbocker, 25; Victory, 27.

September 5.—With Conqueror, at Cricketville. Knickerbocker, 31; Conqueror, 36.

September 11.—With Conqueror, at Albany. Knickerbocker, 40; Conqueror, 21.

September 12.—With Utica, at Utica. Knickerbocker, 24 ; Utica, 17.

September 30.—With Utica, at Utica. Knickerbocker, 24 ; Utica, 14.

OFFICERS FOR 1864.—President, M. V. B. Winne ; Vice-President, A. M. Comb ; Corresponding Secretary, W. D. Wendell ; Recording Secretary, G. P. Whitney ; Treasurer, A. B. Lathrop.

June 16.—With Eckford, at Albany. Knickerbocker, 26 ; Eckford, 18.

July —. With Eckford, at Albany. Knickerbocker, 27 ; Eckford, 8.

July 16.—With Union College, at Albany. Knickerbocker, 37 ; Union College, 8.

August 4.—With Mutual, of New York. Knickerbocker, 16 ; Mutual, 24.

August 24.—With Hudson River Club, at Albany. Knickerbocker 51 ; Hudson River, 11.

August 25.—With Empire, of New York, at Albany. Knickerbocker, 18 ; Empire, 32.

August 32.—With Mutual, of New York, at Albany. Knickerbocker, 29 ; Mutual, 36.

September 22.—With Union Club, of Green Island, at Albany. Knickerbocker, 35 ; Union Club, 15.

October 4.—With Union Club, of Green Island, at Albany. Knickerbocker, 24 ; Union Club, 14.

October 8.—Utica Club, at Albany. Knickerbocker, 32 ; Utica, 28.

October 26.—With Utica Club, at Utica. Knickerbocker, 22 ; Utica, 31.

— With Enterprise, of Troy, at Albany. Knickerbocker, 48 ; Enterprise, 11.

November 22.—Resolute, of Brooklyn, at Albany. Knickerbocker, 11 ; Resolute, 16.

OFFICERS FOR 1865.—President, Jacob C. Cuyler ; Vice-President, W. H. Davis ; Corresponding Secretary, W. R. Dorlon ; Recording Secretary, J. S. Hurdis ; Treasurer, G. E. Latham.

January 13, 1865.—With National (on skates), at Albany. Knickerbocker, 24 ; National, 5.

January 20.—With Eckford (on skates), at Albany. Knickerbocker, 25 ; Eckford, 16.

June 15.—With National, at Albany. Knickerbocker, 53 ; National, 15.

June 20.—With Eckford, at Albany. Knickerbocker, 28 ; Eckford, 13.

June 24.—With Williams College, at Albany. Knickerbocker, 6 ; Williams College, 18.

June 29.—With Eckford, at Albany. Knickerbocker, 35 ; Eckford, 11.

July 15.—With Utica, at Utica. Knickerbocker, 27 ; Utica, 15.

August 4.—With Union Club, of Lansingburgh, at Albany. Knickerbocker, 32 ; Union Club, 16.

August 28.—With Columbia, at Chatham. Knickerbocker, 32 ; Columbia, 9.

August 31.—With Conquerors, at Albany. Knickerbocker, 36 ; Conqueror, 1.

September 7.—Eureka, of South Adams, at Chatham. Knickerbocker, 55 ; Eureka, 17.

September 21.—With Resolute Club, of Brooklyn (for silver ball), at Kingston, New York. Knickerbocker, 13 ; Resolute, 12.

September 28.—With Trojan, at Albany. Knickerbocker, 33 ; Trojan, 15.

October 5.—With Utica, at Albany. Knickerbocker, 13 ; Utica, 8.

October 26.—With National, at Albany. Knickerbocker, 21 ; National, 24.

November 2.—With National, at Albany. Knickerbocker, 20 ; National, 6.

November 15.—With Hudson River Club, of Newburgh, at Albany. Knickerbocker, 18 ; Hudson River, 24.

OFFICERS FOR 1866.—President, T. L. Godwin ; Vice-Presi-

dent, E. S. Foster; Recording Secretary, W. R. Dorlon; Corresponding Secretary, G. P. Whitney; Treasurer, Charles B. Porter, Jr.

July 4, 1866.—National, of Poughkeepsie, at Albany. Knickerbocker, 39; National, 15.

August 1.—With Live Oak, at Albany. Knickerbocker, 43; Live Oak, 11.

August 22.—With Hiawathas, at Albany. Knickerbocker, 47; Hiawathas, 15.

— 2.—With National, at Albany. Knickerbocker, 22; National, 17.

September 5.—With National, at Albany. Knickerbocker, 24; National, 8.

October 2.—With Niagara, of Buffalo. Knickerbocker, 18; Niagara, 29.

The Van Rensselaer Skating Park is used by the Club for a ground, and is situated about one-quarter of a mile north of the city of Albany. The practice-days of the club are Mondays, Thursdays, and Saturdays. The uniform consists of blue pants, white shirts, and white caps, with black enamelled belt, with the words "Knickerbocker Base Ball Club" in white letters. Number of active members, sixty-two; honorary members, seventy-nine.

AMERICUS CLUB.

The Americus Base Ball Club of Newark, N. J., was organized on the first day of August, 1864, by seventeen young men who were connected with the Americus Engine Company, Number eight, of Newark. The first officers were elected August 1, 1864.—William E. Greathead, President; Fred. H. Pilch, Vice-President; A. P. Mayhew, Treasurer; D. W. C. Joralemon, Secretary.

The officers for 1865, were: Fred. H. Pilch, President; D. W. C. Joralemon, Vice-President; A. P. Mayhew, Treasurer; T. Jeff. Marshall, Secretary.

For 1866: J. D. Leonard, President; A. P. Mayhew, Vice-President; F. H. Pilch, Recording Secretary; J. T. Leonard, Corresponding Secretary; G. W. Hubbard, Treasurer.

Games played by the Americus Club.

August 23, 1865, with the Mystic, of Harlem. Won by the Mystic by a score of 48 to 30. September 6, with the Mystic, at the Red House, Harlem. Won by the Mystic, by 39 to 5. September 25, with the Eclectic of New York, at Newark; lost by a score of 44 to 6. October 5, with the Eureka of Newark. Eureka, 85; Americus, 12. October 12, with Eclectic; played in Hoboken. Eclectic, 18; Americus 12.

During 1866 the Americus Club engaged in the following games: June 8, with Eclectic of New York, at Hoboken. Score, 40 to 11, in favor of Eclectic. June 22, game with Eureka. Score, 67 to 7, in favor of Eureka. June 26, Americus and National of Jersey City. Won by Americus, by 54 to 42. July 11, Americus and Star of New Brunswick. Score, 48 to 38, in favor of Americus. July 28, Americus and Social of New York, at Newark, N. J. Score, 28 to 21, in favor of the Americus. August 7, Americus and National of Jersey City. Won by Americus, by 47 to 33. August 15, Americus and Star of New Brunswick, at the latter place. Star won; score, 24 to 19. September 5, Americus and Social of New York, at Hoboken. Score, 28 to 20, in favor of Americus. September 14, Americus and Resolute, at Elizabeth, N. J. Score, 16 to 11, in favor of Resolute. September 19, Americus and Eclectic, at Hoboken. Americus won by 28 to 20. September —, Americus and Star, at New Brunswick. Star 56 to 18. October 2, Americus and National, at Jersey City. Americus, 30; National, 21. October 19, Americus and Newark. Score, Newark, 12; Americus, 32. October 27, Americus and Endeavor. Won by Americus, by 38 to 14. November 17, Americus and Eclectic, at Hoboken. Won by the Eclectic by 25 to 17.

OLYMPIC CLUB.

The Olympic Base Ball Club, of Paterson, N. J., was organized June 1, 1864. Its first officers were, President, Simon J. Carroll; Vice-President, Michael Morris; Secretary, James McMannus; Treasurer, James Rossiter. Officers for 1865.—President, Peter Toole; Vice-President, Peter Chapman; Secretary, Simon J. Carroll; Treasurer, Michael Toomey. Officers for 1866.—President, Samuel McKiernan; Vice-President, Richard Sammond; Secretary, Arthur Fitzgerald; Treasurer, Michael Toomey.

The Olympic grounds are located at the Red Woods, near the Passaic Falls. Their uniform consists of blue pants, white shirt, red and blue caps, and black belt. Forty members. The following is a summary of the games played by the club since their organization:

June 17, 1864.—Olympic and Empire. Score, 29 to 15, in favor of Olympic.

August 10.—Olympic and Active. Score, 23 to 12, in favor of Olympic.

September 24.—Olympic and Excelsior. Won by Olympic; score, 19 to 13.

July 19, 1865.—Olympic and Picked Nine. Won by Olympic, by 36 to 15.

August 8.—Olympic and Gotham, of New York, at Hoboken. Won by Gotham, by 77 to 18.

August 20.—Olympic and Hudson River, at Newburgh. Won by Hudson River, by 42 to 13.

August 25.—Olympic and Active, at Paterson. Won by Active, by 30 to 32.

September 6.—Olympic and National, at Jersey City. Won by Olympic, by 47 to 25.

September 13.—Olympic and Active. Tie game; 33 to 33.

September 25.—Olympic and Gotham, of New York. Won by Gotham, by 35 to 29.

July 19, 1866.—Olympic and Eagle, of New York, at Paterson. Won by Olympic; 28 to 24.

August 20.—Olympic and Eclectic, of New York, at Paterson. Won by Olympic; 21 to 9.

September 5.—Olympic and Irvington, at Paterson. Won by Olympic; 20 to 16.

September 19.—Olympic and Star, of New Brunswick. Won by Olympic; 27 to 20.

November 21.—Olympic and Eclectic, at Hoboken. Won by Olympic; 17 to 15.

KEARNEY CLUB.

The Kearney Base Ball Club, of Rahway, N. J., was organized August 1, 1865, with the following officers: Jos. T. Crowell, President; Geo. Bramhall, Vice-President; Garret Berry, Treasurer; Philip E. Tufts, Secretary. Delegates to National Convention, Colonel J. R. Harma and Dr. G. A. Hoffman.

Games played: September 1, 1865.—At Elizabeth, N. J., 9 innings. Kearney, 30; Union, of Elizabeth, 11. September 12.—At New Brunswick, N. J., 9 innings. Kearney, 31; Hopeful, of N. B., 34. September 15.—At Rahway, N. J., 9 innings. Kearney, 51; National, of Morristown, N. J., 14. September 26.—At Morristown, N. J., 6 innings. Kearney, 43; National, of Morristown, 22. September 28.—At Rahway, N. J., 9 innings. Kearney, 24; Hopeful, of New Brunswick, 10. October 6.—At Newark, N. J., 8 innings. Kearney, 40; Uncas, of Spuyten Duyvil, 20. October 11.—At East Orange, N. J., 9 innings. Kearney, 16; Union, of East Orange, N. J., 22. October 20.—At Rahway, N. J., 9 innings. Kearney, 20; Union, of East Orange, 19. October 24.—At Rahway, N. J., 5 innings. Kearney, 23; Resolute, of Brooklyn, 14. October 31.—At Newark, N. J., 9 innings. Kearney, 33; Union, of East Orange, 17.

July 10, 1866.—At Rahway. Eureka, of Newark, 45; Kearney, 6. July 20.—At Rahway. Fulton Market, of New York, 14; Kearney, 45. July 27.—At Newark, N. J. Eureka, 36; Kearney, 5. August 21.—At New York. Fulton Market, 39;

Kearney, 16. October 29.—At Rahway. Fulton Market, 71 ; Kearney, 14 ; 7 innings.

The officers of the Kearney Club for 1866, are : President, Colonel J. R. Harma ; Vice-President, George Bramhall ; Treasurer, Scott Laing ; Secretary, P. E. Tufts. The Club has upon its roll, forty active, and seven honorary members. The uniform consists of blue pants, white shirt with red star on collar, and white cap with red star. Practice-ground, at head of Seminary street, Rahway, N. J.

LIBERTY CLUB.

The Liberty Base Ball Club of New Brunswick, N. J., was organized March 1, 1857 ; was disbanded during the civil war, and was reorganized September 15, 1865. Its first officers were : President, W. C. Hildebrant ; Vice-President, William Shooks ; Secretary, J. F. Elkin ; Treasurer, J. Van Nest.

Their two first games were with the Amity Club, of Rahway, N. J., both of which were won by the Liberty. The third, was with the Hamilton, of Jersey City, which was won by the latter. Then followed two more games with the Amity Club, the Liberty Nine winning both. September 27, 1860.—The Liberty played with the Atlantic, of Brooklyn, at New Brunswick ; the Atlantic winning by 15 runs. October 8th, following, they again met the Atlantic Club, a tie game being the result. This game was followed by trials with the Amity and Union, of Elizabeth, N. J., no record being kept of either game. Then came a game with the Star Club of New Brunswick, the Liberty proving victorious by 13 runs. July 11, 1859, played with the Union, of Elizabeth ; result, in favor of Liberty, by 34 runs. August 1, 1859 ; game with the Independent, of Somerville. Won by Liberty ; score, 35 to 44. August 12, 1859.—Lost a game with the Newark Club of New Brunswick, N. J., by score of 22 to 16. The Liberty Club also received two defeats from the Atlantic, of Brooklyn, by score of 24 to 8, at New Brunswick, N. J., and 61 to

14, at Bedford. October 5, 1859.—Game with the Union, of Elizabeth; score, in favor of Liberty by 50 to 21. October 28, 1859.—Played with Live Oak Club, at Orange, N. J. Won by Liberty, by a score of 25 to 24. November 7, 1859.—Game with the Newark Club, at Rahway. Score, 26 to 18, in favor of Liberty.

July 7, 1866.—National, of Washington, and Liberty, at New Brunswick, N. J. Won by the National, by 29 to 9. August 17. The Liberty played a game with the Gotham of New York, at New Brunswick, N. J. Won by the Liberty, by 41 to 29. August 31.—Gotham and Liberty, at Hoboken; 24 to 23, in favor of Liberty. September 7.—The Liberty Club visited Philadelphia, and played with the Athletic of that city. Score, 53 to 9, in favor of the Athletic Club.

The officers of the Liberty Club for 1866, are: President, J. C. Croman; Vice-President, C. S. Williams; Secretary, J. H. Leupp; Treasurer, N. Cortelyou. The Club has now upon its roll fifty active, and twenty-five honorary members. Their uniform consists of blue flannel pants, white shirt, and blue cap.

LOWELL CLUB.

In the spring of 1861, Mr. John A. Lowell, and several of the members of the Bowdoin Base Ball Club, proposed to some of the young players of Boston that they form a Club to play the New York game (as it was then called) of Base Ball, and promised to help them, and also to give them a set of implements, provided they obtained sufficient names down to start with. Mr. Geo. G. Richards (the first President) and Mr. James D. W. Lovell started a paper, which was soon filled. The first meeting was held at the office of Mr. Lowell, on the 18th of March, 1861. Mr. Lowell occupied the Chair, and as a compliment to him, it was moved by Mr. Richards that the Club be named the Lowell Base Ball Club.

The young men who composed the Club were mostly members of the Latin, English, High, and Channcey Hall Schools ; and though some of them had played the old Massachusetts game, as it was called, they were not much acquainted with the points of the New York game, except what they had seen by the Trimountain Club (who started the game in New England) and the Bowdoins.

On the 16th of October, 1861, they visited Medford, and had their first match, and were successful. On the 29th of May, 1863, the Lowell played with the Trimountain, and were successful, by the score of 37 to 1.

Their next match was played with the Harvard College nine, and created considerable excitement amongst the ball players around Boston as to who should win, as the Lowells had been successful in all their matches, and also the Harvards in theirs. The match was played on the 9th of July, 1864, and was won by the Lowells.

A little later in the season, Mr. Lowell offered as a prize a beautiful silver ball, to be held by the winner till won by a better club. The first match for it was between the Trimountains, of Boston, and Osceolas, of Portland, Me., and was won by the Trimountains. Then the Lowells challenged the Trimountains, and won it from them, on the 4th of October, 1864. The Lowells were then challenged by the Hampshire Club, of Northampton, Mass., and the game was won by the Lowell, on the 18th of Oct., 1864. The Harvards next challenged the Lowells for the champion silver ball. The game was played on the 15th of July, 1865, and was won by the Harvards, who had the honor of winning the first ball from the Lowells.

For some time the Lowells had been thinking of visiting New York, and on the 18th of July they left Boston to play with the Resolute, Atlantic, and Excelsior Clubs, of Brooklyn. They were received in New York by Mr. Mortimer Rogers, on the arrival of the train, and breakfasted at Taylor's. They quartered at the "International," and in the afternoon were met by members of the Resolute Club, and escorted over to Brooklyn, where they

had a game with them, and were defeated by a score of 33 to 14. That did not look very encouraging for the next day's play with the champion Atlantica.

On the afternoon of the 20th, they were met at the Hotel by members of the Atlantic, and escorted to the Capitoline grounds, where they played with them, and were defeated. After the game, the Atlantics entertained them in good style. The next day they played with the Excelsior, and though they led at the start, the Excelsiors finally defeated them. A collation in the large hall on the grounds succeeded the game, when the Lowells were escorted to New York. The next morning the Lowells started for home, and though they did not carry a trophy with them, they were highly pleased with the hospitable manner in which they were treated during their visit.

The Atlantic Club, of Brooklyn, arrived in Boston the 24th of September, 1865, and were received by the Lowells, and escorted to the Bromfield House. On Monday afternoon the Atlantic played the Lowell, and won by a score of 30 to 10. In the evening they were taken to the Fair of the Massachusetts Charitable Mechanics' Association, in Faneuil and Quincy Halls. After the game between the Atlantics and Harvards, played on the 27th, the Lowells escorted the Atlantics to the Worcester depot.

The next game of the Lowells was with the Harvards, on the 30th of September, 1865. The result was a victory for the Lowells, who regained the champion silver ball from the Harvard Club. The Harvard next challenged the Lowell for the silver-ball, and the result was a victory for the Harvard nine. This game, played on the 20th of October, ended the season of 1865.

The following is a summary of the Lowell's games since their organization :

October 16, 1861.—Lowell and Medford ; Lowell, 17 ; Medford, 10.

May 29, 1863.—Lowell and Trimountain ; Lowell, 37 ; Trimountain, 1.

July 9, 1864.—Lowell and Harvard ; Lowell, 55 ; Harvard,

25. October 4.—Lowell and Trimountain. Lowell, 33; Trimountain, 18. October 18.—Lowell and Hampshire. Lowell, 33; Hampshire, 10.

June 17, 1865.—Lowell second nine and Granite first nine. Lowell 27; Granite 25. July 15.—Lowell and Harvard. Lowell, 17; Harvard, 28. July 19.—Lowell and Resolute, of Brooklyn. Lowell, 14; Resolute, 33. July 20.—Lowell and Atlantic, of Brooklyn. Lowell, 17; Atlantic, 45. July 21.—Lowell and Excelsior, of Brooklyn. Lowell, 31; Excelsior, 39. Sept. 9.—Lowell second nine and Tuft's College first nine. Lowell, 82; Tuft's College, 26. Sept. 20.—Lowell and Trimountain. Lowell, 29; Trimountain, 27. Sept. 25.—Lowell and Atlantic. Lowell, 10; Atlantic, 30. Sept. 30.—Lowell and Harvard. Lowell, 40; Harvard, 37. October 20.—Lowell and Harvard. Lowell, 37; Harvard, 73. October.—Lowell and Shawmut. Lowell, 34; Shawmut, 11. October.—Lowell and Itasca. Lowell, 33; Itasca, 11.

The Lowell Club had the most successful season in 1866 they ever experienced, and had a stronger nine than ever before. They regained the championship of New England from the Harvard Club, and their first nine won the ball in every contest in which they engaged.

June 2, 1866.—Defeated the Fly-Away Club; score, 121 to 14. June 16—defeated the Granite Club; score, 67 to 30. June 18—defeated the Mount Tom Club; score, 51 to 23. July 4—defeated the Eon Club; score, 33 to 23. July 14—defeated the Harvard Club; score, 37 to 27. July 25—defeated the Phillips Academy Nine; score, 32 to 20. Sept. 10—defeated the King Philip Club; score, 75 to 17. Sept. 18—defeated the Independent Club; score, 36 to 18. Sept. 29—defeated the Granite Club; score, 47 to 11.

List of officers since the Club's foundation. For 1861: President, Geo. G. Richards; Vice-President, Samuel Bradstreet, Jr.; Secretary, Geo. S. B. Sullivan; Treasurer, Wm. French.

For 1862: President, Geo. G. Richards; Vice-President, Dudley R. Child; Secretary, T. Spencer Adams; Treasurer,

Gerrit S. Miller. For 1863 : President, Gerrit S. Miller ; Vice-President, Wm. B. Joslin ; Secretary, T. Spencer Adams, Treasurer, Geo. G. Richards. For 1864 : President, Gerrit S. Miller ; Vice-President, Wm. B. Joslin ; Secretary, T. Spencer Adams ; Treasurer, Frank G. Peabody. For 1865 : President, Geo. B. Wilder ; Vice-President, Edward S. Arnold ; Secretary, T. Spencer Adams ; Treasurer, Edward B. Kimball. For 1866 : President, Wm. C. Page ; Vice-President, J. Frank Gardner ; Secretary, Chas. L. Fuller ; Treasurer, Wm. Henry Alline. The Lowell play-ground is on Boston Common. Their uniform is white cap, trimmed with blue ; white flannel shirt, and dark blue pants, with scarlet stripe. Number of members, active and honorary, about one hundred.

HARVARD CLUB.

The Harvard Base Ball Club of Cambridge, Massachusetts, is composed of the students of Harvard University, and was organized October 12, 1864.

The following list of officers was chosen : F. Wright (class of 1866), President ; J. B. Ames (class of 1867), Vice-President ; D. B. Abercrombie (class of 1866), Secretary and Treasurer.

The Club is made up of the best players from the Class Clubs, which generally comprise about one-half of each class—fifty or sixty in number.

The Harvard's first game was played in Boston, June 17, 1865, with the Trimountains, of Boston.—Harvard, 60 runs ; Trimountain, 32 runs. July 1.—Harvard and Trimountain, on Boston Common. Harvard, 27 runs ; Trimountains, 17 runs. July 4.—Harvard and Granite Club, of Holliston, Mass., at Holliston. Harvard, 44 runs ; Granite, 14 runs. July 16.—Harvard and Lowell, of Boston, on Boston Common. Harvard, 28 runs ; Lowell, 17 runs. Umpire, Mr. Chandler, of Trimountains. By this game the championship of New England was won by the Harvard Club. July 19.—Harvard and Williams, of Williams

College, Williamstown, Mass., at Williamstown. Harvard, 36 runs; Williams, 30 runs. July 28.—Harvard and Charter Oak, of Hartford, Conn., at Worcester, Mass. Harvard, 35 runs; Charter Oak, 13 runs. September 7.—Harvard and Atlantic, of Brooklyn, N. Y., on Boston Common. Harvard, 22 runs; Atlantic, 58 runs. September 30.—Harvard and Lowell, of Boston, on Boston Common. Harvard, 37 runs; Lowell, 40 runs. By this match the championship of New England was lost. October 20.—Harvard and Lowell, of Boston, on Boston Common. Harvard, 73 runs; Lowell, 37 runs; eight innings. By this game the championship was again obtained.

May, 1866.—Harvard and Orient. Harvard won by 97 to 11. May.—Harvard and Beacon. Won by Harvard, by 77 to 11. May 1.—Harvard and Trimountain. Won by Harvard, by 55 to 33. May 30.—Harvard and Atlantic, at Brooklyn. Score, 37 to 15, in favor of Atlantic. May 31, Harvard and Eureka, at Newark, N. J. Eureka, 42; Harvard, 39. June 1.—Harvard and Excelsior, at Brooklyn. Won by Excelsior, by 46 to 28. June 2.—Harvard and Active, of New York, at Hoboken. Won by Active, by 24 to 15. July 4.—Harvard and Charter Oak, at Hartford. Score in favor of Harvard, by 16 to 14. July 14.—Harvard and Lowell, at Boston. Won by the Lowell, 37 to 27. July 17.—Harvard and Beacon. Won by Harvard, by 56 to 20. July 26.—Harvard and Williams College, at Worcester. In favor of the latter by 39 to 37. October 13.—Harvard and Beacon. Beacon score, 18; Harvard score, 53. October 27.—Harvard and Trimountain. In favor of Harvard by a score of 33 to 16.

During their visit to New York and Brooklyn, in May, 1866, the Harvard Club created the most favorable impression, and were spoken very highly of by all of the metropolitan press. The uniform of the Club is of light grey throughout, trimmed with magenta. Their play-grounds are located in Cambridge, on the College Delta.

EON CLUB.

The Eon Base Ball Club, of Portland, Me., was organized May 29, 1865, and joined the National Association in the autumn of that year. Previous to July 4, 1866, the Eon Club had played eleven first nine games, winning all but one of them. The club room, score book, and other property and records of the club perished in the disastrous conflagration which visited Portland on the 4th of July, 1866. Since then the Eons have played five games, as follows: July 4, 1866, Eon and Lowell, of Boston. Won by the Lowell by a score of 33 to 23. On the 1st of August, the Eon played with the Portland, winning by a score of 39 to 3. September 5, they played with the Athletic, winning the ball by a score of 31 to 18. October 3, they played with the Cushnoc, of Augusta, the game resulting in a victory for the Eon by a score of 21 to 11. On October 4, 1866, they played their return game with Athletic, of Portland, whom they defeated for the second time by a score of 38 to 25. The Eon uniform consists of dark blue pants, white shirt and cap, with blue trimming. They practice on the Arsenal grounds, on the western promenade. Number of members about forty. Officers for 1865: President, L. A. Foster; Vice-President, A. H. Evans; Secretaries, E. C. Ascencio and F. W. Smith; Treasurer, Robinson Williams. Officers for 1866: President, J. H. Smith; Vice-President, G. T. Means; Secretary, Andrew Geyer; Treasurer, Robinson Williams.

CHARTER OAK CLUB.

The Charter Oak Base Ball Club, of Hartford, Conn., was organized June 23, 1862, with the following officers: President, Gershon B. Hubbell; Vice-President, J. B. Burbank; Secretary and Treasurer, C. A. Jewell. Mr. Hubbell has been re-elected to the Presidency at every election since, and has contributed materially in gaining for the club its present prominent place in the base

ball world. Mr. William R. Hills, the worthy Vice-President of the club, has served many years in the Charter Oak's ranks.

The Charter Oak has played the following first nine matches : August 17, 1864, at Hartford, Connecticut. Charter Oak, 28, and Collinsville, 7. November 2.—At Hartford. Charter Oak, 44; and Yale, of New Haven, Conn., 32.

June 10, 1865.—At Hartford. Charter Oak, 22; and Agallian, 12. June 24.—At Hartford. Charter Oak, 48; and Mechanics, 17. July 1.—At New Haven. Charter Oak, 39; and Yale, 12. July 28.—At Worcester. Charter Oak, 13; and Harvard, 35. September 16.—At Hartford. Charter Oak, 27; and Mechanics, 3. September 23.—Forfeit by the Mechanics' Club, of Hartford. This club challenged the Charter Oak for the "Charter Oak Bat," emblem of the championship of the State, which they held; the time was agreed upon, but they did not "come to time." September 28.—At Hartford. Charter Oak, 11; and Atlantic, of Brooklyn, N. Y., 37. September 30.—At Waterbury. Charter Oak, 30; and Waterbury, of Waterbury, Conn., 22. October 4.—At Hartford. Charter Oak, 72; and First Connecticut Artillery Regiment, 9. October 13.—At Hartford. Charter Oak, 24; and Eureka, of Newark, N. J., 31.

The Charter Oak Club opened the season of 1866 by a game for the championship of the State, with the Yale, of New Haven. Won by Charter Oak, by 18 to 15. June 13.—With Yale, return game, at New Haven. Score, 22 to 10, in favor of Charter Oak. June 23.—Charter Oak and Chester, of Norwich, at Hartford. Score, 59 to 15, in favor of Charter Oak. July 4.—Charter Oak and Harvard, at Hartford. Won by the Harvard, by 16 to 14. July 5.—Charter Oak and Waterbury, at Waterbury. Won by Charter Oak, by 25 to 5. July 20.—Charter Oak and Chester, at Norwich. Won by the Chester Club, by a score of 51 to 32; eight innings. July 26.—Charter Oak and Union, of Morrisania, at Hartford. Score, in favor of the latter, by 32 to 20. July 28.—Charter Oak and Waterbury; return game. Won by Charter Oak; score, 25 to 21; seven innings. September —.—Charter Oak and Pioneer, at Springfield, Mass.

Won by the Pioneer, by 45 to 37 ; eight innings. September 29.—Charter Oak and Chester, home-and-home game, at New Haven. Won by Charter Oak, by 39 to 22. Having defeated every State club which has played with them, the Charter Oaks retain their title as State Champions, and the State emblem, a beautiful Charter Oak Miniature Bat. During the season the Charter Oaks have played nine matches with Association clubs, and have made 252 runs to their opponents' 187 ; have won six and lost three games. The uniform of the club is blue pants, and white cap and shirt. Practice and playing ground in the Hartford Park.

WATERBURY CLUB.

The Waterbury Base Ball Club of Waterbury, Conn., was organized in August, 1864, with the following officers: George H. Pendleton, President ; H. S. Peck, Vice-President ; Henry Church, Secretary.

Officers for 1865 and 1866: Henry S. Peck, President ; Cornelius E. Terry, Vice-President ; Charles S. Treadway, Secretary and Treasurer.

First game, June, 1864.—Played the Mechanics' Club of Hartford. Mechanics, 49 ; Waterbury, 9.

September 30.—Waterbury and Charter Oak, at Hartford. Charter Oak, 30 ; Waterbury, 22.

October 18, 1865.—Waterbury and Monitor. Monitor won by 30 to 25.

October 21.—Waterbury and Plymouth. Score, 19 to 9, in favor of Waterbury.

November 1.—Waterbury and Yale, at New Haven. Won by Yale, by 35 to 30.

November 8.—Waterbury and Yale. Waterbury, 30 ; Yale, 52.

July 5, 1866.—Waterbury and Charter Oak, at Hartford, Conn. Score, 25 to 5, in favor of Charter Oak.

July 25.—Waterbury and Charter Oak ; won by the latter, by 25 to 21.

The Waterbury club games in New York.—The following are the scores of the games in which the Waterbury (Conn.) Club engaged in their visit to New York and Brooklyn: Monday, September 17, at Hoboken—Eagles, of New York; score, Eagle, 20; Waterbury, 31. Tuesday, September 18, at Capitoline grounds, Brooklyn—Enterprise, of Brooklyn, 37; Waterbury, 21. Wednesday, September 19, at Hoboken—Empire, of New York, 21; Waterbury, 26. Friday, September 21, at Morrisania—Union, of Morrisania, 19; Waterbury, 8—the rain putting an end to the game at the end of the third innings.

The Waterbury Club numbers about 60 active, and 50 honorary members.

UNCAS CLUB.

The Uncas Base Ball Club, of Norwich, Conn., was organized May 2, 1865. The following is a record of their games for 1865 and 1866:

July 1, 1865.—Uncas and Norwich Free Academy. Won by Uncas; 25 to 15. September 6.—Uncas and Chester, of Norwich. Uncas, 15; Chester, 29. September 12.—Uncas and Chester. Uncas, 31; Chester, 37. September 27.—Uncas and Chester, for a prize of \$25 offered by the New London Co., Ct., Agricultural Society. Won by the Chester, by 47 to 33.

July 19, 1866.—Uncas, 75; Oceanic, of Mystic Bridge, 36. July 24.—Uncas, 1; Union, of Morrisania, N. Y., 51. August 14.—Uncas, 33; Oceanic, of Mystic Bridge, 51. September 1.—Uncas, 61; Enterprise, of Danielsville, 45. September 24.—Uncas, 87; Adelphi, of Norwich, 26. September 29.—Uncas, 45; Oceanic, of Mystic Bridge, 39. October 4.—Uncas, 54; Enterprise, of Danielsville, 20. November 1.—Uncas, 57; Pequot, of New London, 48. November 10.—Uncas, 26; Pequot, of New London, 90.

Recapitulation: The Uncas Club has played nine (first nine) games, winning six, and losing three. The Uncas won from the Oceanic twice; Enterprise, twice; Pequot, once, and Adelphi

once. The Club was defeated once each by the Union, Oceanic, and Pequot Clubs.

At a meeting of the Uncas Base Ball Club, held on the evening of May 4, 1866, amendments to the constitution were adopted increasing the number of active members to thirty-five, making the election of members possible at the meeting at which they are proposed, unless objection is made; and making the election of officers for one year, instead of six months, from May. The following officers were chosen for 1866: President, General Edward Harland; Vice-President, W. H. Whittemore; Secretary, H. P. Goddard; Treasurer, Luke Hillard; Board of Directors, D. R. Tice, G. E. Palmer, S. T. Holbrook; Delegates to National Association, Colonel J. P. Ward and H. P. Goddard. The latter gentleman is connected with that excellent paper the *Norwich Bulletin*, as local editor.

CHESTER CLUB.

The Chester Base Ball Club, of Norwich, Conn., was organized June, 1865. The officers of the club for 1866, are: E. G. Selden, President; C. G. Rawson, Vice-President; Geo. T. Backus, Secretary; S. A. Gilbert, Treasurer.

The club grounds are at Williams's Park, which is also occupied by the Uncas Club.

The uniform consists of light blue pants, white belt with Chester in red, red and white check shirt, cap of same, white front. Active members, thirty-two; honorary, twenty-one.

GAMES PLAYED BY THE CHESTER CLUB.—September 6, 1865.—Chester and Uncas. Won by the Chester, by 29 to 15.

September 7.—Chester and Uncas. Won by Chesters, by 40 to 39.

September 12.—Chester and Uncas. Won by Chester, by 37 to 31.

September 27.—Chester and Uncas. Won by Chester, by 47 to 33.

July 25, 1866.—Chester and Union, of Morrisania, at Norwich, Union, 45 ; Chester, 25.

September 29.—Chester and Charter Oak, at New Haven. Score, 39 to 22, in favor of the Charter Oak. Home-and-home game, each having one game previously.

OLYMPIC CLUB.

The Olympic Ball Club, of Philadelphia, was established by the union of two associations of Town Ball Players in the year 1833. One of these associations began playing at Camden, N. J., on Market street, near or upon the ground where the Episcopal Church stands, in the spring of 1831. On the first day there were but four players, and the game was "Cat Ball," or what is called in some parts of New England, "*Two Old Cat*." The players, who were then over 25 years old, told some of their younger friends of the pleasure and advantage they found in resuming their boyish sports, and invited them to join and make up a number large enough for a game of Town Ball. This was soon done, and a party of fifteen to twenty regularly went over to Camden on Saturday afternoons, in a horse ferry-boat, and played the game of Town Ball. So great was the prejudice of the public against the game at that time, that the players were frequently reprov'd and censured by their friends for degrading themselves by indulging in such a childish amusement, and this prejudice prevailed to a great extent for many years. Its existence is shown by the fact that so few persons were found to join in the play, and by the long period that elapsed before any considerable number of ball clubs formed in Philadelphia, or any of the neighboring cities. Their first association had no constitution or by-laws, or elected members, but the absence of these formalities was not felt, and was no disadvantage ; for there were no quarrels or disputes among the players, who always found the principles of good-fellowship and gentlemanly intercourse a sufficient rule for their guidance, and what the Society of Friends

call the "weight of the meeting," a sufficient authority to restrain any inclination to a breach of good order. Camden was then a very small village, comparatively little resorted to by Philadelphians, the means of communication with the city limited, slow, and imperfect, consisting mainly of two or three small horse ferry-boats, which left the wharf at the north side of Market street at intervals of about half an hour, and occupied about fifteen minutes in crossing. The ground on which the play began and continued for several years was common and open to the street on which it bordered: no rent was paid for it, and no permission given or asked to use it. The players made their own bats and balls, and kept them at one of the public gardens on Market street, the keeper of which sent out a pail of ice-water to the ground, and supplied the ball players at his garden when the game was over, about sunset, with a bowl of lemonade, etc., at a very moderate charge.

The other association, which first assumed the name of the Olympic Ball Club, was originally formed for the purpose of playing Town Ball on the 4th of July. They met occasionally at other times by appointment, but had no regular days or established ground for some years. Two or three members of this club began playing regularly at Camden with the first named party, and after a time induced all the members of the Olympic to go to Camden regularly on Wednesdays and on the ground occupied on Saturday by the other party. A match between the two parties was proposed and played before their union, and this is believed to have been the first match between two clubs or associations of ball-players in Pennsylvania. No record of this match has been preserved, but it had the effect to make the two parties acquainted with each other, and soon led to a fusion of the two into one. Several years before the club left Camden, a third association, which had been playing for a short time in the neighborhood of the Olympic ground, united with and was merged in the Olympic Club, and afterwards a fourth Town Ball party, consisting principally of graduates of the Philadelphia Central High School, who had met in Camden for a single

season, also gave up their organization and joined the Olympic.

As would naturally be expected, many members of the original associations which formed the Olympic Ball Club thirty-five years ago, have ceased to play or to frequent the meetings of the club, but comparatively few of those who were active members have died. Several of them, who were weak and sickly when they joined the club twenty or thirty years ago, recovered their health and strength, and any Philadelphian who will look over the Olympic's early scores and records, will be surprised at the number of the survivors, and their vigor and activity.

In May, 1860, they adopted the National Association game of base ball, setting aside their time-honored play, endeared by the memories of thirty years, to press on in the race of progress. An honorable retirement of most of their old members was, however, the immediate consequence. Mutterings both loud and deep were freely heard at the innovation. Three hundred and sixty feet, compared with the old Town Ball circle of eighty feet, was enlarging their sphere of action with a vengeance. We append a summary of the Olympic Club's games since 1860.

July 24, 1860.—Olympic and St. George's Cricket Club, at Camac's Wood; 25 to 17, in favor of Olympic. October—Olympic and Hamilton; score, 18 to 16, in favor of Olympic.

June 28, 1861.—Olympic and Athletic; score, 25 to 20, in favor of Olympic. October 12.—Olympic and Adriatic; score, 25 to 17, in favor of Olympic. Nov. 12.—Olympic and Athletic; score, 34 to 18, in favor of Olympic.

October 4, 1862.—Olympic and Athletic; score, 19 to 18; won by Olympic. October 31.—Olympic and Athletic; score, 19 to 10; seven innings; won by Athletic.

August 27, 1863.—Olympic and Mutual, of New York; won by Mutual, by 10 to 7.

July 30, 1864.—Olympic and Resolute, of Brooklyn; score, 24 to 23, in favor of Olympic. June.—Olympic and Keystone; 30 to 24; won by Keystone. June.—Olympic and Camden; 28 to 23; won by Olympic. July 4.—Olympic and Star, of Brook-

lyn ; score, 31 to 22, in favor of Star. August 1.—Olympic and Atlantic, of Brooklyn ; 58 to 11 ; won by Atlantic. August 4.—Olympic and Union, of Morrisania ; 25 to 13, in favor of Union.

August 10, 1865.—Olympic and Active, of New York ; score, 34 to 12, in favor of Active. August 25.—Olympic and Empire, of New York ; score, 37 to 17, in favor of Empire. October.—Olympic and Camden ; score, 39 to 22 ; won by Olympic. November.—Olympic and Athletic ; 56 to 9 ; won by Athletic.

June 20, 1866.—Olympic and Camden, at Camden ; score, 47 to 26, in favor of Camden. August 2.—Olympic and Camden ; score, 28 to 24 ; won by Camden. Sept. 13.—Olympic and Athletic ; eight innings ; score, 57 to 16, in favor of Athletic. Sept. 22.—Olympic and Excelsior ; score, 41 to 16 ; won by Excelsior.

The officers of the Olympic for 1866 are : President, William E. Whitman ; Vice-Presidents, C. Eugene Claghorne and F. De B. Richards ; Secretary, Benjamin M. Dusenbury ; Treasurer, Edwin W. Payne. The uniform is dark blue pants, white shirt, trimmed with scarlet ; white cap, with blue trimming, and red morocco belt.

MINERVA CLUB.

The Minerva Base Ball Club, of Philadelphia, was organized June 10, 1857. This club, dating its organization from 1857, is consequently one of the oldest Philadelphia clubs. The unanimity of feeling in this club is manifest when, upon examination, we find *all* the founders of the club still members. From 1857 to 1864 the club was successful in every match except two, which they played with the celebrated Athletic club of the same city.

In 1865, they played the following games : May 30.—Minerva and Enterprise, at Camden. Won by Minerva, 34 to 29. June 1.—Minerva and Active ; 36 to 23, in favor of Active. June 20.—Minerva and Hamilton. Tie game ; score, 26 to 26. July 4. Minerva and Athletic, Jr. Won by the latter, by 31 to 27. August 1.—Minerva and Athletic, Jr. Score, 30 to 20, in favor of Athletic.

September 5.—Minerva and Ontario. Score, 30 to 20; won by Ontario. September 26.—Minerva and Eagle. Minerva won, by 38 to 21. October 3.—Minerva and Hamilton. Score, 23 to 21, in favor of Hamilton. October 21.—Minerva and Columbia. Won by the latter, by 30 to 29. October 23.—Minerva and Everett. Tie game; score, 27 to 27. October 25.—Minerva and First National. Won by Minerva, by 33 to 18. October 27.—Minerva and Liberty. Score, 35 to 23, in favor of Minerva.

On the 4th of October, 1865, at the great Fair for the Soldiers and Sailors' Home, held at the Academy of Music, the Minerva won the prize chair which was to be given to the club receiving the highest number of votes. All the Philadelphia clubs entered in the competition, which was an exciting one between the Minerva, Athletic, and Young America Cricket Club, the vote polled being: Minerva, 607; Young America, 585; and Athletic, 550. The chair was afterwards presented by them to the Everett Union.

On the 18th of January, 1866, the Minerva Club, by unanimous vote, presented to Mr. Isaac Wilkins, the champion short stop of the Athletic Club, a handsome prize bat, valued at \$150. This splendid bat was forty inches long; of rosewood; mounted at the base with solid silver, three inches in length; a silver band, ten inches from top, and capped in like manner; a silver cord was attached, and an inscription plate bearing date, name, and cause of presentation.

The practice-grounds are situated at Fifteenth street and Columbia avenue, being the fine grounds owned and played upon by the Athletic Club. The uniform consists of dark grey pants with cord down the side, plaid shirt with rolling collar, leather shoes with spikes, white navy cap trimmed with blue, german-text M on top of cap, and blue silk belt.

The officers of the club elected April 24, 1858, consisted of President, Theo. E. Wiedersheim; Vice-President, Richard M. Newman; Secretary, Isaac P. Taylor; Treasurer, Edward B. Paul. Mr. W——, the Minerva Club's present efficient first officer, has filled the position ever since. His reelection for so many

terms is a creditable illustration of his popularity and worth. Officers for 1866, to serve until April, 1867: President, Theo. E. Wiedersheim; Vice-President, E. Forry Caldwell; Secretary, George G. Esler; Treasurer, Frank S. Baker.

KEYSTONE CLUB.

The Keystone Base Ball Club, of Philadelphia, was organized November 30, 1859; in the following December, Samuel L. Barnes was elected President; F. P. Mulholland, Vice-President; Francis A. Frazer, Secretary and Treasurer. Officers for 1860: President, Daniel J. McCarthy; Vice-President, Thomas J. Martin; Secretary, Francis A. Frazer; Treasurer, Job T. Williams. Officers for 1861: President, Samuel Barnes; Vice-President, Hugh Barr; Secretary, F. A. Frazer; Treasurer, J. T. Williams. Officers for 1862: President, James Duffy; Vice-President, George W. Butler; Secretary, F. A. Frazer; Treasurer, D. F. McCarthy. Officers for 1863: President, James Duffy; Vice-President, H. D. Mulholland; Secretary, F. A. Frazer; Treasurer, D. F. McCarthy. Officers for 1864: James Duffy, President; A. J. McGrath, Vice-President; F. A. Frazer, Secretary; D. F. McCarthy, Treasurer. Officers for 1865: D. F. McCarthy, President; John McGinnis, Vice-President; F. A. Frazer, Secretary; H. D. Mulholland, Treasurer. Officers for 1866: President, J. H. Mahony, Vice-President, James Duffy; Corresponding Secretary, F. A. Frazer; Recording Secretary, H. N. Graffen.

The following is a summary of the Keystone games:

July 4, 1860.—Keystone, 26; Continental, 11. September 15.—Keystone, 20; Equity, 43. September 29.—Keystone, 20; Pennsylvania, 48.

July 11, 1861.—Keystone, 39; Columbia, 21.

June 20, 1862.—Keystone, 18; Adriatic, 44. October 24.—Keystone, 2; Eckford, 26.

September 4, 1863.—Keystone, 5; Athletic, 25. September 17.—Keystone, 13; Eureka, of Newark, 21. September 29.—

Keystone, 13; Athletic, 14. November 26.—Keystone, 15; Chipewa C. C., 18.

June 20, 1864.—Keystone, 8; Athletic, 13. July 16.—Keystone, 17; Camden, 16. July 29.—Keystone, 20; Resolute, of Brooklyn, 32. August 9.—Keystone, 10; Atlantic, 65. August 20.—Keystone, 20; Camden, 44. October 6.—Keystone, 12; Camden, 19. November, 24.—Keystone, 15; Athletic, 23.

May 18, 1865.—Keystone, 15; Camden, 17. May 29.—Keystone, 7; Camden, 19. June 8.—Keystone, 12; Athletic, 21. June 15.—Keystone, 44; Satterlee, 6. June 29.—Keystone, 46; Resolute, of Brooklyn, 16. July 5.—Keystone, 31; Star, 32. July 17.—Keystone, 29; Olympic, 19. July 20.—Keystone, 33; Camden, 23. July 24.—Keystone, 11; Eureka, 50. July 25.—Keystone, 12; Mutual, 30. July 26.—Keystone, 18; Eckford, 16. July 27.—Keystone, 30; Resolute, 15. July 28.—Keystone, 34; Star, 37. July 29.—Keystone, 15; Atlantic, 33. August 5.—Keystone, 7; Union, of Morrisania, 24. August 26.—Keystone, 45; Empire, 15. September 14.—Keystone, 35; Camden, 19. September 28.—Keystone, 30; Olympic, 24. November 11.—Keystone, 5; Athletic, 49. November 17.—Keystone, 44; West Philadelphia, 8.

July 3, 1866.—Keystone and National, of Washington. Score, 26 to 9, in favor of National. July 12.—Keystone and West Philadelphia. Score, 35 to 28. Won by Keystone. September 21.—Keystone and Excelsior, in Philadelphia. Tie game, 18 to 18; 8 innings. October 2.—Keystone and Atlantic. Score, 25 to 18, in favor of the latter. October 16.—Keystone and National, in Washington. Score, 41 to 26, in favor of the latter. October 17.—Keystone and Union, in Washington; 27 to 20, in favor of Keystone. October 18.—Keystone and Jefferson. Won by Keystone, by 22 to 13. October 19.—Keystone and Maryland, in Baltimore. Won by Keystone, 33 to 12. October 20.—Keystone and Pastime, in Baltimore; 24 to 12, in favor of Keystone. October 30.—Keystone and Athletic; 7 innings. Won by Athletic, by 40 to 16. November 5.—Keystone and Athletic. Score, 27 to 23, in favor of Athletic.

Practice-grounds, parade ground, Eleventh and Wharton streets. Practice-days, Monday and Thursday. Uniform, white shirt trimmed with blue; blue pantaloons; white cap, with Keystone in the centre, and elastic belt.

Number of members: Eighty-two active, seventy contributing, and twelve honorary.

ATHLETIC CLUB.

The Athletic Base Ball Club, of Philadelphia, was organized April 7, 1860. Officers of Club, from date of organization to March, 1861: President, Wm. Emot; Vice-President, Col. Thos. Fitzgerald; Secretary, H. W. Karcher; Treasurer, John J. Heiser.

From March, 1861, to March, 1862: President, Col. Thos. Fitzgerald; Vice-Presidents, Chas. W. Bacon and Col. D. W. C. Moore; Secretary, B. T. Croasdale; Treasurer, N. Berkenstock.

From March, 1862, to March, 1863: President, Col. Thos. Fitzgerald; Vice-Presidents, Chas. W. Bacon and D. W. C. Moore; Secretary, Richard W. Benson; Treasurer, N. Berkenstock. Captain, D. W. C. Moore.

From March, 1863, to March, 1866: President, Col. Thos. Fitzgerald; Vice-Presidents, Chas. W. Bacon and D. W. C. Moore; Secretary, Richard W. Benson; Treasurer, Theo. M. Page. Captain, G. D. Kleinfelder.

Colonel D. W. C. Moore is the present (1866) President of the club.

Sept. 22, 1860.—Athletic and Pennsylvania; score, 27 to 19, in favor of Athletic.

Oct. 6.—Athletic and Hamilton; score, 37 to 51, in favor of Hamilton.

Nov. 12.—Athletic and Equity; score, 17 to 29; won by Equity.

June 19, 1861.—Athletic and Mercantile; 41 to 13; won by Athletic.

June 28.—Athletic and Olympic; 20 to 25; won by Olympic.

October 5.—Athletic and Adriatic; 18 to 17; won by Athletic.

Nov. 12.—Athletic and Adriatic; 34 to 18, in favor of Adriatic.

August 28, 1862.—Athletic and Mutual, of New York; 17 to 10, in favor of Athletic.

October 4.—Athletic and Olympic; 18 to 19, in favor of Olympic.

October 23.—Athletic and Eckford, Brooklyn; 25 to 32; won by Eckford.

Oct. 31.—Athletic and Olympic; 19 to 10; won by Athletic.

March 22, 1863.—Athletic and Nassau; 29 to 18; won by Athletic.

Left for New York in the 8 A. M. train, June 15, 1863. Received by a delegation of New York Clubs. Quartered at Lafarge House.

June 15, 1863.—Athletic and Excelsior, of Brooklyn; 18 to 17; won by Athletic.

June 16.—Athletic and Mutual, of New York; 11 to 17; won by Mutual.

June 17.—Athletic and Eckford; 5 to 10; won by Eckford.

June 18.—Athletic and Atlantic; 13 to 21, in favor of Atlantic.

June 19.—Athletic and Star; 37 to 17, in favor of Athletic.

June 20.—Athletic and Eureka; 6 to 8; won by Eureka.

Sept. 4.—Athletic and Keystone; 25 to 5; won by Athletic.

Left at 10 P. M., Sept. 10, 1863, for Altoona, Penn. Received by Mountain Club. Quartered at Mountain House.

Sept. 11.—Athletic and Mountain, of Altoona; 73 to 22; won by Athletic.

Sept. 29.—Athletic and Keystone; 14 to 13, in favor of Athletic.

June 9, 1864.—Athletic and Camden; 21 to 10, in favor of Athletic.

June 20.—Athletic and Keystone; 13 to 8: won by Athletic.

June 27.—Athletic and Mercantile; 68 to 25; won by Athletic.

June 30.—Athletic and Nassau, of Princeton, N. J.; 14 to 9, in favor of Athletic.

July 28.—Athletic and Resolute, of Brooklyn; 29 to 12, in favor of Athletic.

August 11.—Athletic and Atlantic; 16 to 43; won by Athletic.

August 25.—Athletic and Camden; 42 to 12; won by Athletic.

Sept. 27.—Athletic and Mountain, of Altoona; 63 to 2, in favor of Altoona.

Nov. 24.—Athletic and Keystone; 23 to 15; in favor of Athletic.

May 13, 1865.—Athletic and Camden; 27 to 12; won by Athletic.

May 20.—Athletic and Camden; 24 to 19; won by Athletic.

June 8.—Athletic and Keystone; 21 to 12, in favor of Athletic.

June 12, the Athletics left for New York. This trip did much to establish their reputation. They played five games, winning all, viz:

Arrived at Newark, N. J., at 10½ A. M. Received by Eureka Club. At 2 P. M., on June 12, 1865, played with the Eureka. Score, 12 to 9, in favor of Athletic.

Left same night for New York, and arrived there at 11½ P. M. Received by delegation of New York Clubs. Quartered at Lafarge House.

June 13, 1865.—Athletic and Eagle; 24 to 14, in favor of Athletic.

June 14.—Athletic and Union, of Morrisania; 31 to 21; won by Athletic.

June 15.—Athletic and Resolute; 39 to 14; won by Athletic.

June 16.—Athletic and Gotham; 28 to 20, in favor of Athletic.

July 1.—Athletic and Resolute; 46 to 12, in favor of Athletic.

July 4.—Athletic and Star; 25 to 14; won by Athletic.

August 3.—Athletic and Union, of Morrisania; 26 to 13; won by Athletic.

August 8.—Athletic and Eureka; 38 to 28, in favor of Eureka.

August 10.—Athletic and Active, of New York; 13 to 28; won by Active.

August 19.—Athletic and Camden; 16 to 10, in favor of Athletic.

August 23.—Athletic and Empire, of New York; 40 to 28, in favor of Athletic.

Left for Washington, D. C., August 27, 1865. Received by National Club, and quartered at Willard's Hotel.

August 28.—Athletic and National; 87 to 12, in favor of Athletic.

Left, August 29, for Baltimore. Received by Pastime Club. Quartered at Entaw House.

August 29.—Athletic and Pastime; 39 to 27; won by Athletic.

Sept. 9.—Athletic and Camden; 37 to 11; won by Athletic.

Left, Sept. 18, for Pittsburg, Penn. Received by delegation of Lincoln, Allegheny and Enterprise Clubs. Quartered at Allegheny House.

Sept. 19.—Athletic and Lincoln; 88 to 13, in favor of Athletic.

Sept. 20.—Athletic and Allegheny; 65 to 15, in favor of Athletic.

Sept. 21.—Athletic and Enterprise; 53 to 6; won by Athletic.

Sept. 22.—Athletic and Picked Nine, of Pittsburg; 41 to 8; won by Athletic.

Sept. 30.—Athletic and National, of Jersey City; 114 to 2; won by Athletic.

Oct. 2.—Athletic and Pastime, of Baltimore; 56 to 10; won by Athletic.

Oct. 11.—Athletic and Excelsior; 45 to 11, in favor of Athletic.

Left Oct. 19, for Williamsport, Penn. Received by Williamsport Club.

Oct. 20.—Athletic and Williamsport; 101 to 8, in favor of Athletic.

Oct. 20.—Athletic and Alert, of Danville; 162 to 14; in favor of Athletic.

Left Oct. 28, for Wilmington, Del. Received by Diamond State Club.

Oct. 28.—Athletic and Diamond State; 104 to 7, in favor of Athletic.

Oct. 30.—Athletic and Atlantic; 15 to 21; won by Atlantic.

Nov. 2.—Athletic and Hamilton; 41 to 17; won by Athletic.

Left Nov. 5, for New York. Quartered at Merchant's Hotel.

Nov. 6.—Athletic and Atlantic; 24 to 27, in favor of Atlantic.

Nov. 11.—Athletic and Keystone; 49 to 5; won by Athletic.

Nov. 18.—Athletic and Olympic; 57 to 9; won by Athletic.

Nov. 25.—Athletic and Olympic; 93 to 27, in favor of Athletic.

Left Dec. 9, for Burlington, N. J.

Dec. 9.—Athletic and Burlington; 41 to 5; won by Athletic.

Dec. 9.—Athletic and Mt. Holly; 66 to 8; won by Athletic.

The last two innings of this game were played in a snow-storm. After the game, they were the recipients of a fine banquet at the Mt. Holly Hotel, tendered by the Mt. Holly Club.

May 9, 1866.—Athletic and Lenapi, at Newcastle; 131 to 8; won by Athletic.

May 22.—Athletic and Quickstep, at Philadelphia; 99 to 6; won by Athletic.

June 8.—Athletic and Tyrolean, at Harrisburg; 101 to 61; won by Athletic.

June 14.—Athletic and Scranton, at Wilkesbarre; 49 to 4; won by Athletic.

June 14.—Athletic and Alert, at Wilkesbarre; 92 to 2; won by Athletic.

June 15.—Athletic and Susquehanna, at Wilkesbarre; 66 to 11; won by Athletic.

June 16.—Athletic and Monocacy, at Bethlehem; 82 to 10; won by Athletic.

June 7.—Athletic and Chester, at Chester; 80 to 12; won by Athletic.

June 23.—Athletic and Hamilton, at Philadelphia; 50 to 5; won by Athletic.

June 26.—Athletic and Union, at Morrisania; 33 to 20; won by Athletic.

June 27.—Athletic and Star, at New York; 37 to 19; won by Athletic.

June 28.—Athletic and Empire, at New York; 64 to 10; won by Athletic.

July 2.—Athletic and National, of Washington, at Philadelphia; 22 to 6; won by Athletic.

July 9.—Athletic and West Philadelphia, at Philadelphia; 44 to 19; won by Athletic.

July 16.—Athletic and Alert, at Philadelphia; 67 to 25; won by Athletic.

July 17.—Athletic and Irvington, at Philadelphia; 77 to 9; won by Athletic.

July 24.—Athletic and West Philadelphia, at Philadelphia; 67 to 11; won by Athletic.

July 26.—Athletic and Enterprise, of Pittsburg, at Philadelphia; 80 to 7; won by Athletic.

July 30.—Athletic and Philadelphia, at Philadelphia; 68 to 10; won by Athletic.

August 1.—Athletic and Germantown, at Philadelphia; 79 to 14; won by Athletic.

August 8.—Athletic and Hamilton, at Philadelphia; 63 to 10; won by Athletic.

August 11.—Athletic and Alert, at Philadelphia; 100 to 5; won by Athletic.

August 24.—Athletic and Columbia, at Bordentown; 65 to 6; won by Athletic.

August 27.—Athletic and Eureka, of Newark, at Newark, N. J.; 48 to 8; won by Athletic.

August 28.—Athletic and Irvington, at Irvington, N. J.; 18 to 11; won by Athletic.

August 31.—Athletic and Logan, at Lambertville; 106 to 10; won by Athletic.

Sept. 3.—Athletic and Olympian, at Philadelphia; 65 to 15; won by Athletic.

Sept. 7.—Athletic and Liberty, of New Brunswick, at Philadelphia; 53 to 9; won by Athletic.

Sept. 12.—Athletic and Camden, at Camden; 49 to 11; won by Athletic.

Sept. 13.—Athletic and Olympic, at Philadelphia; 57 to 16; won by Athletic.

Sept. 19.—Athletic and Camden, at Philadelphia; 33 to 4; won by Athletic.

Oct. 15.—Athletic and Atlantic, at New York; 17 to 27; won by Atlantic.

Oct. 18.—Athletic and Frankford, at Frankford; 55 to 5; won by Athletic.

Oct. 22.—Athletic and Atlantic, at New York; 31 to 12; won by Athletic.

Oct. 26.—Athletic and Mount Holly, at Mount Holly; 71 to 32; won by Athletic.

Oct. 27.—Athletic and Union, of Morrisania, at Philadelphia; 29 to 42; won by Union.

Oct. 30.—Athletic and Keystone, at Philadelphia; 40 to 16; won by Athletic.

Nov. 3.—Athletic and Bachelor, at Philadelphia; 50 to 9; won by Athletic.

Nov. 5.—Athletic and Keystone, at Philadelphia; 27 to 23; won by Athletic.

Nov. 7.—Athletic and Bachelor, at Philadelphia; 36 to 15; won by Athletic.

Nov. 9.—Athletic and Columbia, at Bordentown; 63 to 25; won by Athletic.

UNIFORM.—Caps: white, trimmed with blue; blue star in middle of the crown. Shirts: white flannel, trimmed with blue;

the letter "A" (German text) in blue, on the breast. Pants: blue cloth, with white cord down outer seam. Belts: white and blue, with German-silver clasps in front, and the word "Athletic," in blue letters on white morocco, in the centre of back. Number of members: honorary, 48; active, 371. Annual Ball held, Feb. 22, 1866, at the Academy of Music.

The Athletic Club, of Philadelphia, never went through a season so successfully in winning trophies as they did in 1866. Out of a large number of games played with the strongest Clubs in the country—over thirty games with Association Clubs—we believe they lost but two trophies, one with the Atlantic Club, and one with the Union, with both of which they now stand even in winning games this year. Their nine included Dockney, McBride, Berkenstock, Reach, Pike, Wilkins, Gaskill, Fiesler, and Kleinfelder. The Athletics have done more to advance the popularity of the game, by visits to towns and villages where base ball was previously unknown, than almost any other Club in the United States.

EQUITY CLUB.

The Equity Base Ball Club, of Philadelphia, dates its existence from April 21, 1860; yielding the precedence of organization as a mere ball club to but two clubs now in existence in Philadelphia, and one (the Winona) long since extinct, it claims to be the Pioneer Base Ball Club of Pennsylvania, as being the first club to play the National Association game. The season of 1860 was the first active ball season in Philadelphia, and the several clubs went to work "with a will," and made the inaugural season of "our National Game" one long to be remembered. The Equity secured the grounds, Ridge Road and Columbia Avenue. They made their "debut" in a match with the Pennsylvania, June 26, 1860, and after a closely contested game, winning their first match, and the first ever played in the State of Pennsylvania. The umpire, upon this occasion, was Mr. T. B. Smith of the

Winona. Score, 65 to 52. Their next opponent was the Winona, and the Equity won by a score of 59 to 39. Umpire, Mr. Warner, of Athletic. Their next game was the Winona return, July 19, 1860, resulting in a victory for the Equity; score, 58 to 21. On August 25th, they played with the Pennsylvania a return match, again defeating them by a score of 49 to 23. The following month they were challenged by the Keystone Club, winning this their fifth game played upon the grounds of the Equity. Date, September 19, 1860; score, 42 to 20. On October 23d, they met with their first defeat in a game with the Hamilton Club, the figures standing 15 to 11. The Equity's last match of the season was played November 12th with the Athletic Club. This game resulted in a victory for the Equity, by a score of 29 to 17. In the game played by the Excelsiors, of New York, against a picked nine from our Philadelphia Clubs, the Equity was represented by Mr. W. Fisler, now of the Athletic, and Mr. R. F. Stevens.

In the spring of 1861, just as preparation was being made for an active season, the war drew most of the Equity Club to a different field, and, as a natural sequence, the organization of the club was for the time suspended. In the spring of 1865, endeavors were made to reorganize. About this time, a number of gentlemen connected with the Philadelphia and Reading Railroad, having formed themselves into a kind of mutual exercise club, for ball-playing and general exercise, overtures were made them by the Equity, suggesting their becoming members, "en masse," of the Equity, with privilege of an equal distribution of officers. This proving agreeable, a consolidation was effected, and they once more began to play, securing, temporarily, the grounds attached to the Saunders Institute in West Philadelphia. Subsequently, they secured their present fine grounds at Forty-first street and Lancaster avenue, and several games were played during the latter part of the season among themselves.

THE OFFICERS FOR 1860 were: President, Lawrence K. Mann; Vice-President, Jas. A. Lewis, Jr.; Secretary, J. B. Daniels; Treasurer, J. H. Beitel.

The original first nine of the Equity Club consisted of R. F. Stevens, pitcher; W. H. Litzenburg, catcher; B. F. Shantz, first base; Frank Knight, second base; J. B. Daniels, third base; Harry Shantz, short stop; C. Fackler, right field; Weston Fialer, centre field; B. Loughery, left field.

THE FOLLOWING WERE THE OFFICERS FOR 1861.—President, Lawrence K. Munn; Vice-President, B. F. Shantz; Secretary, Benjamin Tithian; Treasurer, J. H. Beitel.

OFFICERS FOR 1865.—President, Edgar Darrach; Vice-President, H. L. Shillingford; Secretary, W. H. Litzenburg; Corresponding Secretary, E. A. Burling Brown; Treasurer, J. H. Beitel; Captain, Harry Shantz.

The Equity was admitted to the National Base Ball Convention of 1860, their delegates being Messrs. R. F. Stevens and B. F. Shantz. The board of officers now stands: President, Col. Thomas Fitzgerald; Vice-President, Harry H. Shantz; Secretary, Clinton G. Hancock; Corresponding Secretary, E. A. Burling Brown; Treasurer, J. H. Beitel.

The club has not engaged in many games during the season of 1866, neither do they claim to be very strong at present; but with Colonel Fitzgerald, of the *City Item*, at their head, united with the fine material of which the organization is composed, they are certain to take high rank at an early day as one of the prominent clubs of the country.

SWIFTFOOT CLUB.

The Swiftfoot Base Ball Club, of Philadelphia, was organized July 5, 1866, with the following board of officers: President, Robert E. Lester; Vice-President, Jacob K. Powers; Secretary, John C. Addis, Jr.

The practice-ground of the club is at Twenty-fourth street and Ridge avenue. Practice-days, Tuesdays and Fridays. Uniform, blue pants, white shirt, and white cap trimmed with red cord. Number of active members, sixty.

The club has not engaged in any matches of consequence as yet, but anticipate an active season in 1867.

ALLEGHANY CLUB.

The Alleghany Base Ball Club, of Alleghany, Penn., was organized June 8, 1860. First officers were: President, J. J. Moore; Vice-President, J. M. Carrs; Secretary, W. H. Lockhart; Treasurer, Robert Elton.

In this year the club played the following games: June 27.—With Duquesne. Score, 32 to 31, in favor of Alleghany. July 19.—Return game with Duquesne. Score, 27 to 26, in favor of Alleghany. September 13.—With Pioneer. Won by Alleghany, by 28 to 19. October 31.—Game with Keystone; the latter defeated, by 34 to 22.

July 26, 1861.—Alleghany and Fort Pitt Club. Won by the former, by 50 to 13.

September 9, 1863.—Picked Nine and Alleghany. Score in favor of the latter, by 36 to 22.

July 14, 1865.—Alleghany played with the Enterprise Club. Won by the latter, by 40 to 29. July 20.—Return game with Enterprise, who were victors again, by 20 to 15. September 4.—Enterprise and Alleghany. Score, 29 to 24, in favor of the latter. August 3.—Alleghany and Collins Club, at East Liberty, Pa. The latter defeated, by 45 to 21. September 19.—Played with the Athletic, of Philadelphia. Score, 65 to 15, in favor of Athletic.

During 1866, the club played the following games: May 11.—With Crescent. Won by the Alleghany, by 97 to 5. June 13.—Game with Enterprise. Won by the latter, by 39 to 27. July 13.—Game with Manchester Club. Score, 46 to 6, in favor of Alleghany. August 5.—With Unknown. The latter lost. Score, 31 to 16. August 17.—Alleghany and Enterprise; in favor of the latter, by 24 to 22.

Officers for 1866: President, A. S. Bell; Vice-President, W.

K, Hamilton; Secretary, William Ralston, Jr.; Treasurer, Robert Elton. Uniform, blue pants, white shirt with blue facings, white cap with blue band. Active members, sixty; honorary, thirty-one.

MOUNTAIN CLUB.

The Mountain Base Ball Club, of Altoona, Pennsylvania, was organized in 1862, with the annexed board of officers: President, H. W. Gwinner; Vice-President, L. M. Stewart; Secretary, W. C. Keller; Treasurer, A. Pitcairn.

Game, August 20, 1862.—With Keystone Club, of Harrisburg, at Harrisburg. Mountain, 38; Keystone, 41; ten innings.

Officers for 1863: President, Enoch Lewis; Vice-President, John Reilly; Secretary, W. C. Keller; Treasurer, Robert Pitcairn.

September 11, 1863.—Game with Athletic Club, of Philadelphia, at Altoona. Mountain, 22; Athletic, 73.

Officers for 1864: President, Enoch Lewis; Vice-President, John Reilly; Secretary, J. W. Askew; Treasurer, C. L. Kitchel.

September 27, 1864.—Game with Athletic Club, of Philadelphia, at Philadelphia. Mountain, 2; Athletic, 63.

Officers for 1865: President, B. F. Rose; Vice-President, R. Gemmell; Secretary, J. W. Askew; Treasurer, D. T. Caldwell.

September 20, 1865.—Game with Athletic Club, of Philadelphia, at Altoona. Seven innings; Mountain, 16; Athletic, 41.

September 28.—Game with Philadelphia and Erie R. R. Club, of Williamsport, Pa., at Williamsport. Eight innings; Mountain, 47; Philadelphia and Erie R. R., 35. September 29.—Game with Williamsport Club, of Williamsport, at Williamsport. Five innings; Mountain, 21; Williamsport, 14.

Officers for 1866: President, E. H. Williams; Vice-President, R. B. Gemmell; Secretary, J. W. Askew; Treasurer, D. T. Caldwell.

The Mountain Club played the following games during the

season of 1866: May 19.—With Juniata Club, at Altoona. Won by Mountain, by 65 to 26. June 16.—With Juniata, at Hollidaysburg. Score, 59 to 49, in favor of Juniata. June 23.—Mountain and Bald Eagle, at Altoona. Score, 76 to 27, in favor of the former. July 24.—Mountain and Enterprise, at Altoona. Won by Enterprise, by 55 to 26. August 25.—Mountain and Bald Eagle, at Altoona. Score, 64 to 26, in favor of Mountain. October 11.—With Pennsylvania Railroad Club, at Camden, N. J. The latter won, by a score of 27 to 18, in a game of seven innings.

Number of members, seventy-seven, all active.

ALERT CLUB.

The Alert Base Ball Club, of Danville, Penn., was organized September 8, 1865, and joined the National Association of Base Ball Players at its last annual convention, held December, 1865.

The officers of the Alert Club are: President, Colonel A. J. Frick; Vice-President, W. A. M. Grier; Secretary, O. H. Ostrander; Treasurer, Robert Adams.

The Alerts have never played a regular match. The Athletics, of Philadelphia; the Williamsport, of Williamsport, Pa., and the Susquehanna, of Wilkesbarre, Pa., were present here at what was called a base-ball tournament, October 19 and 20, 1865; the Williamsport and our own clubs, each played a game with the Athletic, on the 20th, it being too stormy on the 19th to play. The score of the Williamsport and Athletic was as follows: Williamsport, 8; Athletic, 102; and Alert, 11; Athletic, 162.

The practice-grounds are termed "The grounds below the Aqueduct," Danville. Uniform, white flannel shirt, blue flannel pants, and white flannel cap, with red star in centre of crown. Number of active members, 33. Practice-day, Saturday.

NATIONAL CLUB.

The National Base Ball Club (of Washington, D. C.) was organized 29th of November, 1859. They, however, commenced to play the game in May, 1859, but had no intention of formally organizing, so as to join the Association, until the date of its organization. Nor did it either desire or expect to succeed in any contests with other clubs, as a majority of its members were far advanced in life, only playing ball for exercise, and to have a pleasant time socially. Messrs. Gorman, Morrow, and French, who were the founders of the club, became ambitious to have it rank with the finest clubs of the country, and have finally succeeded in gaining for it the acknowledged right to the championship of the South.

The first officers of the club were: President, James Morrow; Vice-President, J. L. Wright; Secretary, A. P. Gorman; Treasurer, A. Dodge.

We append a summary of the games played by the National Club.

May 5, 1860.—National and Potomac. Score, 35 to 15, in favor of Potomac. June 2, National and Potomac, won by National, by 46 to 14. September 11, Potomac and National, in favor of Potomac, by 38 to 22. September 21, National and Potomac. Won by the National, by 30 to 25. October 22, National and Pythian. In favor of the National, by 46 to 20.

OFFICERS FOR 1860.—President, James Morrow; Vice-President, J. L. Wright; Secretary, C. C. Ivey; Treasurer, H. H. McPherson.

The first game played by the National Club in 1861 was with a nine selected from the Seventy-First Regiment, New York Volunteers. July 2, National and Seventy-First N. Y. Volunteers. Won by the National. Score, 41 to 13. October 26, National and Maryland of Baltimore. Won by the Maryland. Score, 17 to 10. This game closed the season of 1861.

OFFICERS FOR 1861.—President, James Morrow; Vice-President, James A. Brown; Recording Secretary, H. A. McCormick;

Corresponding Secretary, J. F. Dobbyn ; Treasurer, H. H. McPherson.

May 20, 1862.—National and Washington. Won by National. Score, 62 to 22. June 14, Maryland and National. Score, 33 to 31, in favor of Maryland. July 25, National and Union of Washington. National, 39 ; Union, 15. August 7, National and Seventy-First N. Y. Volunteers. Won by National, by 28 to 13.

OFFICERS FOR 1862.—President, E. F. French ; Vice-President, James F. Dooley ; Recording Secretary, A. P. Gorman ; Corresponding Secretary, G. D. C. Hibbs.

August 4, 1863.—National and Union. Score, 28 to 18, in favor of National. August 6, National and Pastime of Baltimore. Score, 25 to 20, in favor of Pastime. September 1, National and Union. Score, 41 to 10, in favor of National.

OFFICERS FOR 1863.—President, E. F. French ; Vice-President, C. C. Walden ; Recording Secretary, W. B. Pope ; Treasurer, R. A. Cronin.

June 8, 1864.—National and Union. Score, 35 to 27, in favor of Union. June 28, National and Union. Won by National, by 35 to 20. October 19, National and Union. Score, 21 to 11, in favor of National.

OFFICERS FOR 1864.—President, E. F. French ; Vice-President, C. C. Walden ; Secretary, W. F. Williams ; Treasurer, R. A. Cronin.

June 13, 1865.—National and One Hundred and Thirty-third New York Regiment. Score, 26 to 17, in favor of National. July 20, Pastime, of Baltimore, and National. Score, 9 to 35, in favor of National. August 2, Pastime and National. Won by National, by 35 to 22. August 22, National and Jefferson of Washington, D. C. Score, 34 to 13, in favor of National. September —, National and Jefferson. Won by National, by 22 to 10. August 28, National and Athletics of Philadelphia. Score, 87 to 12, in favor of Athletic. August 29, National and Atlantic of Brooklyn. Won by Atlantic, by a score of 34 to 19. September 6, National and Maryland. Score, 38 to 21, in

favor of National. September 29, National and Maryland. Won by the National, by 62 to 9. October 8, National and Excelsior of Brooklyn, in Washington. Score, 35 to 30, in favor of National. October 9, National and Enterprise of Baltimore. Score, 59 to 19, in favor of National. October 28, National and Franklin of Washington. Won by National, by 31 to 4.

OFFICERS FOR 1865.—President, E. F. French; Vice-President, A. P. Gorman; Secretary, M. A. Tappan; Treasurer, R. A. Cronin.

July 2, 1866.—National and Athletic, in Philadelphia. Score, 22 to 6, in favor of Athletic. July 3, National and Keystone, at Philadelphia. Won by National, by 26 to 9. July 4, National and Union, at Morrisania. Won by the latter, by 22 to 8. July 5, National and Excelsior, at Brooklyn. Score, 46 to 33, in favor of the Excelsior. July 6, National and Gotham, at Hoboken. Won by the Gotham. Score, 34 to 24. July 7, National and Liberty, at New Brunswick, N. J. Score, 29 to 9, in favor of National. During this tour the National Club made many friends, and their playing and deportment received commendation and eulogy at every point where they made a halt long enough to become known to the base ball fraternity. September 18, National and Excelsior, in Washington. Score, 33 to 28, in favor of Excelsior. September 27, National and Potomac. Won by National, by 67 to 19. October 16, National and Keystone. Score, 41 to 26, in favor of National.

OFFICERS FOR 1866.—President, A. P. Gorman; Vice-President, W. G. Moore; Secretary, M. A. Tappan; Treasurer, J. D. Patten. The uniform of the National is blue pants, white shirt with blue shield, and white cap. Their ground is on the "Mall," a portion of the ground surrounding the Presidential mansion.

POTOMAC CLUB.

The Potomac Base Ball Club, of Washington City, was organized September 18, 1865 (originally organized in 1859, but

disorganized in consequence of the war). Hon. H. Selden, President; Henry S. Lovejoy, Vice-President; Wm. C. McIntire, Secretary; and R. T. Dodson, Treasurer, for the years 1865 and 1866.

Owing to circumstances, no record was kept of the very few games played in 1865, and as yet no games (regular) have been played in 1866.

The Potomac practice-grounds are located south of the Executive mansion. Practice-days, Tuesdays, Thursdays, and Saturdays. Uniform, greyish-blue pants, white flannel shirt, jockey cap with blue trimming, made of white canvas with a long visor, canvas shoes, blue belt; shirt trimmed with blue, and a blue P on the breast. Number of members, fifty; no honorary members.

The Potomac Club was the first base ball organization instituted in the city of Washington, and introduced the National Association, or New York Game, into the District of Columbia.

ALERT CLUB.

The Alert Base Ball Club, of Cumberland, Md., was organized on the 15th of September, 1865.

Their first game was played November 17, 1865, with the Dexter Club. Score, 40 to 20, in favor of the Alert. Second game, November 25, with Dexter. Won by the Alert, by 26 to 20.

Their first game in 1866 was played in May, with the Antietam Club, whose score was 31 to the Alert's 25. Their second and third games were played on the 30th of June and 26th of July, with the Alleghany Club, both of which were won by the Alert. Their fourth game was with the Antietam, the latter winning, by 59 to 9. The fifth game was with the Advance, of Cumberland, for silver ball and mounted bat. Won by the Alert, by 61 to 25. October 27.—Played with Advance, the score standing 49 to 43 in favor of the Alert. November 3.—The

Alert Club played with a picked nine, the result being a victory for them, by 37 to 14. November 10.—Alert and Alleghany. Score, 40 to 16, in favor of the Alert.

The Alert Club played eight games during the season of 1866, ending November 10, of which they won six, and lost two. They defeated the Alleghany, three times; Advance, twice; Picked Nine, once; and were defeated by the Antietam, of Hagerstown, Md., twice. The total runs scored were 359, against 235 by their opponents; average of five runs to an inning, with nine over, or forty-four runs to a match, with seven over. Their highest score in a single inning was twenty-two, and in a match eighty-five; the lowest score they made in a game being nine.

The officers of the Club for 1866 are as follows: President, Charles J. Harrison; Vice-President, Neill Woodrow; Secretary, Joseph P. Knorr; Treasurer, Dwight McCleave.

LOUISVILLE CLUB.

The Louisville Base Ball Club, of Louisville, Ky., was organized April 10, 1865, with the following officers to serve until July of that year: President, Alexander G. Booth; Vice-President, Daniel S. Fullerton; Secretary, Benjamin L. McDougall; Treasurer, Archie M. Quarrier. The club played two match games in 1865 with the Olympic Club of that city. The first came off July 22, and resulted in favor of the Louisville by a score of 55 to 14. The second game was played on Sept. 7, and was won by the Louisville by a score, of 36 to 13. This game was played for the State championship. The Louisville Club's rooms are located on the corner of Main and Bullit streets. Their uniform consists of a grey flannel shirt, trimmed with scarlet; black and white check cap, blue jean pants, and black patent leather belt. Location of ground, corner of Rowan and Eighteenth streets. Officers for 1866: President, Alexander G. Booth; Vice-President, Donald McPherson; Secretary, Barry Coleman; Treasurer, Archie M. Quarrier.

BASE BALL IN CALIFORNIA.

Our record of California base ball matters came to hand too late for insertion in this edition. The lovers of the game, however, will be gratified to learn that it is meeting with the same favor and good feeling in the "Eureka State," which is so cordially vouchsafed to it in all of the older States, New Yorkers in particular will be especially rejoiced for its prosperity in California, for they well remember the olden time when that graceful and unsurpassed player Gelston, of the Eagles, left us for the distant slopes of the Pacific. The Eagle Club, named in compliment to his old organization, still flourishes finely in San Francisco. The number of clubs in that city and vicinity now number some seventeen or eighteen. Among them are the Eagle, Pacific, Independent, Empire, Live Oak, Cosmopolitan, Broderick, etc., etc.

BASE BALL IN OREGON.

The Pioneer Base Ball Club, of Portland, Oregon, which, as its name indicates, is the first base ball club ever formed in that State, was organized June 2, 1866, by the election of the following officers: President, F. F. Miner; Vice-President, G. J. Wheelock; Secretary, T. M. Warren, Jr.; Treasurer, Joseph Steel. There is also a club at Oregon City called the Clackamas Club. Recently the Pioneers visited Oregon City and played a friendly game with the Clackamas. Score, 77 to 45, in favor of Pioneer. The Pioneer Club joined the National Association at its last convention, held December 12, 1866, its delegate being Robert H. Law.

THE FASHION-COURSE MATCHES.—ALL NEW YORK
vs. ALL BROOKLYN.

This celebrated home-and-home match at base ball between the picked players of the two cities, which came off in the sum-

mer of 1858, upon the Fashion Course, Long Island, excited the greatest enthusiasm and spirit among the lovers of the sport at that period ever known in this vicinity. Indeed we question if anything has occurred in base-ball annals since to surpass it. On Tuesday July 20, 1858, the first game was played.

BROOKLYN.—Leggett, c., 5 o. 1 r.; Holder, 2d b., 4 o. 2 r.; Pidgeon, s. s., 4 o. 1 r.; Grum, c. f., 2 o. 4 r.; P. O'Brien, l. f., 3 o. 2 r.; Price, 1st b., 1 o. 3 r.; M. O'Brien, p., 2 o. 3 r.; Masten, 3d b., 4 o. 1 r.; Burr, r. f., 2 o. 1 r. Total, 27 o. 18 r.

NEW YORK.—Pinckney, 2d b., 2 o. 3 r.; Benson, c. f., 3 o. 3 r.; Bixby, 3d b., 3 o. 1 r.; DeBost c., 3 o. 2 r.; Gelston, s. s., 4 o. 2 r.; Wadsworth, 1st b., 3 o. 3 r.; Hoyt, l. f., 2 o. 4 r.; Van Cott, p., 2 o. 4 r.; Wright, r. f., 5 o. 0 r. Total, 27 o. 22 r.

The return game of the selected nines of New York and Brooklyn was played at the Fashion Course, on Tuesday, August 17, 1858.

NEW YORK.—Gelston, s. s., 2 o. 3 r.; Pinckney, 2d b., 2 o. 1 r.; Bixby, 1st b., 5 o. 0 r.; Marsh, 3d b., 3 o. 1 r.; DeBost, c., 3 o. 0 r.; Hoyt, r. f., 3 o. 1 r.; Turner, l. f., 3 o. 1 r.; Davis, c. f., 4 o. 0 r.; Van Cott, p., 2 o. 1 r. Total, 27 o. 8 r.

BROOKLYN.—Masten, c., 3 o. 4 r.; Pidgeon, p., 4 o. 3 r.; Price, 1st b., 3 o. 2 r.; Oliver, 2d b., 3 o. 3 r.; M. O'Brien, 3d b., 5 o. 2 r.; Pearce, s. s., 2 o. 4 r.; Grum, r. f., 1 o. 6 r.; P. O'Brien, l. f., 2 o. 3 r.; Manolt, c. f., 4 o. 2 r. Total, 27 o. 29 r.

The third and final trial between "All New York" and "All Brooklyn" was played on Friday, September 10, 1858, and resulted in a victory for the New Yorkers by a decided majority.

NEW YORK.—Gelston, s. s., 2 o. 5 r.; Wadsworth, 1st b., 5 o. 2 r.; Benson, c. f., 3 o. 4 r.; Pinckney, 2d b., 3 o. 3 r.; Thorn, p., 2 o. 5 r.; Tooker, l. f., 2 o. 3 r.; DeBost, c., 5 o. 2 r.; Burns, r. f., 2 o. 3 r.; McCosker, 3d b., 3 o. 2 r. Total, 27 o. 29 r.

BROOKLYN.—Pidgeon, p., 3 o. 3 r.; Manolt, c. f., 4 o. 1 r.; Grum, r. f., 2 o. 2 r.; M. O'Brien, 3d b., 4 o. 1 r.; P. O'Brien, l. f., 5 o. 1 r.; Price, 1st b., 3 o. 1 r.; Boerum, c., 2 o. 3 r.; Pearce, s. s., 2 o. 3 r.; Oliver, 2d b., 2 o. 3 r. Total, 27 o. 18 r.

THE NATIONAL ASSOCIATION OF BASE BALL PLAYERS.

Prior to 1857, the series of rules prepared by a committee of the principal clubs of New York governed all match games of base ball played by metropolitan clubs; but in May, 1857, a Convention of ball-players was held, at which a new code of rules were enacted; and each year since this code was revised, and the game improved, until its present point of excellence has been attained. At the original Convention, the following clubs were represented by three delegates each, viz.: Knickerbocker, Gotham, Eagle, Empire, Putnam, Baltic, Excelsior, Atlantic, Harmony, Harlem, Eckford, Bedford, Nassau, Continental, Union, and Olympic, all of which were located either on Manhattan or Long Island.

A second Convention was held on the 10th day of March, 1858, pursuant to a call signed by the Presidents of the Knickerbocker, Gotham, Eagle, and Empire Clubs, in which the following clubs were represented by two delegates each, viz.: Knickerbocker, Gotham, Eagle, Empire, Putnam, Baltic, Excelsior, Atlantic, Harlem, Eckford, Continental, Union, Metropolitan, Columbian, Osceola, Oriental, Stuyvesant, Hamilton, Pastime, Liberty, (of New Brunswick,) Monument, Amity, St. Nicholas, Nassau, and Mutual.

At this Convention a Committee of Three was appointed to prepare a constitution and by-laws for a permanent association, and from this the National Association of Base Ball Players came into existence. The rules and regulations of the game adopted at this Convention remained in force until the 9th of March, 1859, when they were amended. The officers elected at the first Annual Convention in 1858 were as follows, and the same held office by re-election until 1860:—W. H. Van Cott, President; J. B. Jones, 1st Vice-President; Thomas S. Dakin, 2d Vice-President; J. Ross Postley, Recording Secretary; Theodore F. Jackson, Corresponding Secretary; E. H. Brown, Treasurer.

At the Convention of March 14, 1860, the following officers were chosen to preside:—Dr. J. B. Jones, President; Thomas S. Dakin, 1st Vice-President; Hervey Shriver, 2d Vice-President; J. Ross Postley, Recording Secretary; Theo. F. Jackson, Corresponding Secretary; E. H. Brown, Treasurer.

In the same year the third Annual Convention was held December 12th, 1860, and since then the meeting has been called each year for the second Wednesday in December. The officers for 1861 were elected at this meeting, and they were as follows:—D. Milliken, President; DeWitt C. Moore, 1st Vice-President; R. Porter, 2d Vice-President; J. Ross Postley, Recording Secretary; Theo. F. Jackson, Corresponding Secretary; E. H. Brown, Treasurer.

The following are the names of the officers of the Association for each year since 1861 up to the Convention of 1866:—1862—D. Milliken, President; Wm. H. Hegeman, 1st Vice-President; Joseph B. Leggett, 2d Vice-President; J. Ross Postley, Recording Secretary; Z. Voorhies, Corresponding Secretary; E. H. Brown, Treasurer. 1863—Thomas Fitzgerald, President; I. W. Dawson, 1st Vice-President; F. K. Boughton, 2d Vice-President; J. Ross Postley, Recording Secretary; J. W. Mott, Corresponding Secretary; E. H. Brown, Treasurer. 1864—I. W. Dawson, President; Francis Pidgeon, 1st Vice-President; A. J. Dupignac, 2d Vice-President; J. Ross Postley, Recording Secretary; J. Seaver Page, Corresponding Secretary; P. J. Cozans, Treasurer. 1865—Thomas G. Voorhis, President; D. A. Scott, 1st Vice-President; M. J. Thompson, 2d Vice-President; J. Seaver Page, Recording Secretary; A. H. Rogers, Corresponding Secretary; P. J. Cozans, Treasurer. 1866—John Wildey, President; Mortimer Rogers, 1st Vice-President; M. C. Sexton, 2d Vice-President; J. S. Page, Recording Secretary; A. H. Roger, Corresponding Secretary; P. J. Cozans, Treasurer.

The number of clubs represented at the above Conventions each year was as follows:—In 1857, 16 clubs; in 1858, 29 clubs; in 1859, 49 clubs; in March, 1860, 62 clubs; in Dec.,

1860, 54 clubs; in 1861, 34 clubs; in 1862, 32 clubs; in 1863, 28 clubs; in 1864, 30 clubs; and in 1865, 91 clubs; the number this year (1866) being 202 clubs; exclusive of the delegates representing the North-Western Association of Base Ball Players.

In connection with the National Association there are branch organizations in the form of State National Associations, there being one in Pennsylvania, one for the New England States, and one for the Western States.

TENTH ANNUAL BASE BALL CONVENTION.

Never before, in the history of the National Association, was there such a numerous and influential body of the fraternity gathered in convention, as marked the tenth annual meeting of the National Association of Base Ball Players, held at Clinton Hall, New York, December 12, 1866. The great majority were up to the highest standard of assemblages of the kind, and reflected credit upon the base ball fraternity of the country.

A noteworthy feature of this great meeting was, that representatives from State Associations were present; Messrs. Griggs and Chambers, of the North-Western Base Ball Association, and Judge Rose, President of the Pennsylvania Association, being guests of the National Association on the occasion, and occupants of honorary seats on the platform with the President thereof.

Clubs from Oregon, on the extreme West, to Maine, on the East; and from Missouri, Tennessee, and Virginia, on the South, to Vermont, on the North, sent delegates to this Convention, and the flattering reception given them as their names were announced, and especially the applause which greeted the responses from the Southern clubs, afforded ample proof of the truly conservative feeling which prevailed in the Convention. But if anything more was needed it was presented in the form of the compliment

paid the Southern delegation, in the selection of a candidate for the presidency of the association from among their number.

As early as 2 P. M., delegates began to throng the hall of the building known as Clinton Hall, and promptly at the hour of 3 P. M., the President was in the chair and the meeting called to order. The calling of the roll, receiving credentials, and payment of dues of clubs belonging to the Association having been got through with, the report of the nominating committee was received, and the names of the new clubs applying for admission being favorably reported upon, they were all duly elected members of the Association, and as the roll of the new clubs were called, their delegates stepped up to the Secretary's desk, presented credentials, paid their dues, and received tickets to entitle them to seats in the Convention. Nearly three hours were occupied in this business, and on motion, a temporary adjournment was had until 7½ P. M.

Annexed will be found a complete list of clubs and their delegates, under the head of the States they belong to.

NEW YORK STATE CLUBS.

Active, New York, J. S. Page, Geo. Ebbets. *Atlantic*, Brooklyn, Thos. Tassie, J. A. Reagan. *Alert*, Elmira, D. B. Hill, C. Hazard. *Atlantic*, Jamaica, A. Hagner, W. J. Lodge. *Athlete*, Washington Heights, J. M. Cook, V. G. Audubon. *Atlantà*, Tremont, M. K. Hamilton, Jr., J. McEwen Betts. *Auburn*, Auburn. *Binghamton*, Binghamton, D. S. Burr, E. Conklin. *Central City*, Syracuse, Geo. Barnea, J. W. Yale. *Cypress*, East New York, G. H. Forbell, P. A. Ralph. *Constellation*, Brooklyn, W. L. Forster, H. W. Redfield. *Dictator*, Brooklyn, W. H. C. Nagle, E. Storck. *Eagle*, New York, J. P. Cozana, S. Yates. *Eagle*, Flatbush, H. S. Spofford, J. Stoothoff. *Eckford*, Brooklyn, Frank Pigeon, John Grum. *Eclectic*, New York, Dr. W. H. Bell, A. H. Wright. *Empire*, New York, T. G. Voorhis, Jas. Cameron. *Endeavor*, New York, W. G. Ross, C. Lambert. *Enterprise*, Brooklyn, W. H. Murtha, F. P. Albert. *Enterprise*, Clifton, G. W. Dix, W. H. Clark. *Excelsior*, Brooklyn, Dr. J.

B. Jones, J. B. Bach. *Excelsior*, Elmira, H. S. Griswold, L. Rice. *Exercise*, New York, S. O'Connor, W. Bowers. *Fulton*, New York, W. Campbell, C. C. Smith. *Gotham*, New York, J. B. Mingay, M. J. Kelly. *Harlem*, New York, G. W. Thompson, A. F. Johnson. *Hector*, Elmira, G. V. Bainbridge, F. G. Prall. *Hope*, New York. *Hudson*, Hudson, Chas. Whitbeck, J. H. Knickerbocker. *Hudson River*, Newburgh, D. A. Scott, J. C. Adams. *Idlewild*, Cornwall, I. C. Cleves, S. B. Cocks. *Independent*, Brooklyn, H. H. Beadle, J. F. Pearson. *Intrepid*, Brooklyn, C. A. Hodges, S. W. Wilson. *Jefferson*, New York, W. M. Richardson, W. Glenn. *Knickerbocker*, New York, Jas. W. Davis, R. H. Hinsdale. *Knickerbocker*, Albany, Geo. H. Turner. F. P. Olcott. *Liberty*, Jamaica, R. Dunham, C. F. Bennett. *Lone Star*, Matteawan, D. W. Gitchell, T. G. Featherstone. *Mutual*, New York, John Wildey, S. Burns. *Meteor*, Addison, J. E. Jones, H. Baldwin. *Monitor*, Corning, C. H. Thomson, H. Sherwood. *Monitor*, Goshen, B. R. Champion, E. Dickenman. *Monticello*, Monticello, C. H. Boyce, R. J. St. John. *Mohawk*, Brooklyn, Hon. A. C. Davis, A. C. Smith. *M. M. Van Dyke*, New York, W. S. Bater, Jas. O'Grady. *Mystic*, New York. C. S. Glover, Jr., Jas. Reynolds. *Niagara*, Buffalo, no delegates. *National*, Albany, H. A. Carpenter, E. A. Sutter. *New York*, New York, W. Brower, H. C. Weeks. *Ontario*, Oswego, J. B. Farwell, B. W. Bates. *Oriental*, Brooklyn, W. H. Holmes, A. B. Zobles. *Palisade*, Yonkers, E. A. Houston, J. G. P. Holden. *Pacific*—New Utrecht, J. Van Brunt, Jr., J. Weir. *Peconic*, Brooklyn, C. Davis, G. E. Van Voorhis. *Powhatan*, Brooklyn, G. N. Dick, Thos. G. Irwin. *Resolute*, Brooklyn, A. H. Rogers, — Lockwood. *Sparkhill*, Piermont, L. G. Clark, R. W. D. Wood. *Sparta*, New York, W. Cooper, C. Louck. *Social*, New York, C. W. Travers, J. W. Johnson. *Surprise*, West Farms, B. B. Valentine, J. W. Bolton. *Star*, Brooklyn, W. R. Macdiarmed, J. E. Beale. *Union*, Morrisania, D. Milliken, W. Herring. *Union*, Lansingburgh, C. S. Holmes, C. E. Twing. *Union*, Elmira, E. H. Cook, E. S. Scovell. *Unionville*, Gravesend, J. J. Stillwell, J. Morris. *Una*, Mount Vernon, P. Lucas, Geo. Ste-

vens. *Undercliff*, Cold Spring, J. Delany, E. Butler. *Utica*, Utica, L. M. Thompson. *Victory*, Troy, Jos. Wicks, R. V. Freeman. *Williamsburgh*, Brooklyn, D. C. Waring, Jos. Pinkham. Washington, Portchester, Chas. Hilbert, A. T. Brown. West Point, Highland Falls, M. Schneider, E. P. Riordan. World, New York, D. F. Headman, C. Winnacott.

PENNSYLVANIA CLUBS.

Alvin, Philadelphia, P. A. Allen, A. E. Keeler. *Alert*, Philadelphia, A. G. N. Halbeck, A. M. Hicks. *Alert*, Danville, W. W. Pinneo, S. Earp. Alleghany, Alleghany, James M. Carr. Amateur, Philadelphia, James Dainty, Jun., J. H. Kennedy. *Athletic*, Philadelphia, D. W. C. Moore, W. Meiser. Athenian, Philadelphia, J. H. Yearsly, G. W. Shill, Jun. Armstrong, Philadelphia, W. Corson, H. Merlin. Arctic, Philadelphia, A. H. Watt, T. J. Lindsey. Awkward, Philadelphia, W. B. Harman, S. Goomley. Bachelor, Philadelphia, H. A. Macomb, W. H. Pile, junr. Brandywine, West Chester, E. H. Hayhurst, E. Rogers. Chestnut Street Theatre, Philadelphia, H. R. Hellier, E. Sian. Commonwealth, Philadelphia, E. A. Pharo, J. B. Diehl. Dirigo, Philadelphia, J. R. Caulton, G. W. Allen. *Equity*, Philadelphia, E. A. B. Brown, H. W. Hancock. Excelsior, Coatesville, J. Stone, J. P. Cromleigh. First Ward, Philadelphia, T. R. Ames, H. C. Gumley. Germantown, Philadelphia, J. Maxwell, Theo. Ruffe. Gymnast, Philadelphia, G. A. Kelly, W. R. Murray. Harry Clay, Philadelphia, Daniel R. Kleinfelder, W. A. Hertz. Hiawatha, Kittanning, J. McConnell, J. D. Reynolds. Independent, Johnstown, L. D. Woodruff, J. Riddlesheimer. Juniata, Hollidaysburg, no delegates. *Keystone*, Philadelphia, J. H. Lynch, W. Deal. Keystone, Harrisburgh, D. D. Downer, B. Frisch. Kensington, Philadelphia, J. Distrech, G. A. Bakhoven. Korndaffer, Philadelphia, G. W. Korndaffer, J. E. Conrad. Kickenepawling, Johnstown, R. W. Hunt, J. M. Bowman. Leisure, Philadelphia, J. Bates, F. E. Gerlach. National, Philadelphia, C. A. Porter, C. F. Berwind. Neptune, Easton, J. S. Mingle, H. J. Rieder. *Olympic*, Philadelphia, J. S. Kuen, A.

Thatcher, Jun. *Orion*, Philadelphia, J. R. Reed, H. Diaston. Philadelphia, Philadelphia, W. B. Spooner, J. C. Addis, Jun. Randall, Philadelphia, J. Mulligan, H. Donnelly. Raleigh, Philadelphia, A. J. Stief, R. C. Congdon. Rittenhouse, Philadelphia, J. Geraghty, F. Carr. Scranton, Scranton, E. P. Kingsbury, F. L. Hitchesen. Social, Huntington, H. G. Fisher, D. H. Roaker. *Susquehanna*, Wilkesbarre, J. B. Williamson, J. Payne. Tyrolean, Harrisburgh, H. L. Orbs, Chas. Heister. Typographical, Philadelphia, W. Turner, G. C. Stroman. Union, Titusville, no delegates. Unity, Port Richmond, J. R. Beach, W. H. H. Cline. West Philadelphia, Philadelphia, J. R. Smith, G. Young. Western Market, Philadelphia, no delegates. Wild Cat, Brookville, no delegates.

NEW JERSEY CLUBS.

Active, Newark, O. Fitzgerald, W. C. Morton. *Americus*, Newark, D. W. C. Jerolemon, A. P. Mayhew. Atlantic, Trenton, J. H. Stewart, J. Croxson. Bergen, Bergen, J. Winner, J. U. R. Vreeland. Burlington, Burlington, C. H. Schermerhorn, H. Moffett. Camden, Camden, H. Graften, S. C. Knight. Champion, Jersey City, H. Davenport, G. Denver. *Columbia*, Bordentown, A. Waterman, T. M. Murphy. Excelsior, Paterson, W. D. Bradley, C. H. Happen. *Eureka*, Newark, C. C. Thomas, E. R. Pennington. Friendship, Beverley, no delegates. *Irvington*, Irvington, J. F. Seymore, J. M. C. Eaton. Monmouth, Hoboken, E. A. Nestlen, W. H. Ostrander. Mohican, Hightstown, no delegates. *Kearney*, Rahway, J. R. Hanna, S. Marsh. *Liberty*, New Brunswick, J. Van Nest, W. Hatfield. *National*, Jersey City, J. W. Edwards, M. D. Tilden. National, Morristown, F. Child, J. R. Runyon. *Newark*, Newark, E. H. Dawson. *Olympic*, Paterson, S. C. McKiernan, S. Thorpe. Palisade, Englewood, F. Van Brunt, A. H. Schenck. Princeton, Princeton, L. H. Anderson, W. G. Johnson. Randolph, Dover, M. P. Neff, J. M. Losee. Resolute, Elizabeth, W. H. Woodruff, L. K. Albro. Sea Side, Long Branch, W. K. Bunley, J. B. Conleis, Union, Camden, J. Powell, G. Jones.

CONNECTICUT CLUBS.

Agallian, Middletown, R. N. Crane, C. L. Bonnell. Alert, Hartford, J. V. Slattery, J. Dandon. Alert, Norwalk, J. B. Purdy, D. R. Silleck. Bridgeport, Bridgeport, W. H. Jones, S. M. Cate, Jun. *Charter Oak*, Hartford, G. B. Hubbell, Dr. W. M. Hudson. *Chester*, Norwich, no delegates. Forest City, Middletown, R. W. Newhall, J. Duffield. Howard, Hartford, H. Andrus, F. H. Whittlesey. Hockanum, North Manchester, D. S. Calhoun, P. W. Hudson. Liberty, Norwalk, W. R. Smith, G. E. Miller. Monitor, Waterbury, C. C. Commerford, H. D. Boughton. Monitor, Westport, W. Lyon, C. H. Taylor. Marvin, Norwichtown, J. A. Steady, Theo. W. Ames. New Britain, New Britain, P. Corbin, C. S. Lander. Oceanic, Mystic Bridge, S. A. Graves, C. Gleason. Pequot, New London, D. S. Marsh, F. D. Winer. Pine Grove, Fair Haven, W. H. Thompson, C. S. Brown. Quinnipiack, New Haven, S. R. Smith, S. M. Knivals. *Waterbury*, Waterbury, J. W. Smith, C. E. Smith. *Yale*, New Haven, no delegates.

DISTRICT OF COLUMBIA CLUBS.

Capitol, Washington, H. C. Porter, W. Cunningham. Continental, Washington, W. H. Rhoberts, J. W. Browning. Empire, Washington, C. E. Coon, F. Y. Anderson. Gymnastic, Washington, R. S. Vedder, R. E. Ellenback. Interior, Washington, T. Culver, W. A. Ogden. *Jefferson*, Washington, S. H. Yeatman, G. W. C. Finney. Olympic, Washington, J. Burns, H. W. Dennison. *National*, Washington, A. P. Gorman, Henry Chadwick. *Potomac*, Washington, W. C. McIntire. *Union*, Washington, M. E. Urell, R. M. Drinkard.

MARYLAND CLUBS.

Alert, Cumberland, S. H. Fundenburg, R. Shriver. Antietam, Hagerstown, H. Kennady, Alex. Null. Enterprise, Baltimore, H. C. Ford, A. S. Houck. Maryland, Baltimore, W. P.

Vaughan, J. M. Henderson. Pastime, Baltimore, J. K. Sears,
Otto Keilpaltz.

DELAWARE CLUBS.

Diamond State, Wilmington, S. H. Edgar, W. D. Mendenhall.

VIRGINIA CLUBS.

Union, Richmond D. B. Parker, A. J. Ankles.

WEST VIRGINIA CLUBS.

Hunkidori, Wheeling, F. C. Winship.

MISSOURI CLUBS.

Empire, St. Louis, no delegates. Union, St. Louis, Thadens
D. Smith.

TENNESSEE CLUBS.

Lookout, Chattanooga, no delegates. Lightfoot, Chattanooga,
no delegates.

KENTUCKY CLUBS.

Olympic, Louisville, G. K. Speed, Ezra Woodruff.

IOWA CLUBS.

Western, Burlington, George Sunderland. Wahkonsa, Fort
Dodge, C. C. Smetzer.

KANSAS CLUBS.

Frontier, Fort Leavenworth, no delegates. Fort Scott, Fort
Scott, Capt. J. Smith.

OREGON CLUBS.

Pioneer, Portland, Robert H. Law.

OHIO CLUBS.

Buckeye, Cincinnati, Philip Lishawa. Capital, Columbus,

no delegates. *Live Oak*, Cincinnati, Dr. John Draper. *Occidental*, Gambrier, no delegates.

MASSACHUSETTS CLUBS.

Harvard, Cambridge, no delegates. *Lowell*, Boston, Mortimer Rogers.

MAINE CLUBS.

Eon, Portland, J. H. Smith, F. W. Smith.

TOTAL CLUBS REPRESENTED.

New York *State*, 73; Pennsylvania, 48; New Jersey, 26; Connecticut, 20; District of Columbia, 10; Maryland, 5; Ohio, 4; Massachusetts, 2; Iowa, 2; Tennessee, 2; Missouri, 2; Kansas, 2; and Delaware, Virginia, West Virginia, Kentucky, Oregon and Maine, one each; making a grand total of 202 clubs, representing 17 States and the District of Columbia.

Those in italics are old clubs; all the others are new members of the Association.

In addition to the above list of clubs there were present at the Convention, Messrs. Griggs and Chambers of the North-Western Association, and Judge Rose of the Pennsylvania Association, as representatives of over two hundred additional clubs.

The Convention re-assembled at 7½ P. M., and the body having become organized, the order of business was transacted in regular form. The report of the Committee on Rules came up for adoption. Below will be found such portions of the report as refers to changes made in the Constitution and By-Laws. Those made in the rules are given in the form of the rules as they now read, with the amendments introduced.

AMENDMENTS, ALTERATIONS, AND ADDITIONS TO THE CONSTITUTION FOR 1867, PRESENTED BY THE COMMITTEE ON RULES AND REGULATIONS, DECEMBER 12, 1866.

ART. II.—To amend by adding after the word clubs—last line—the words “and State Base Ball Associations.”

ART. III. SEC. 1.—To amend by inserting after the word clubs—fifth line—the words “or State Base Ball Associations.”

SEC. 2.—To be a new section, and to read as follows:

“Any State Base Ball Association desiring to be represented in this Association, shall present to the Recording Secretary, at least thirty days previous to the annual meeting of this Association, a written official certificate signed by the President and Secretary of each State Association they represent, the number of clubs composing said Association, and their date of organization, names of their officers, and number of members belonging to each club; also the date of organization of the State Association they represent, and the names of their delegates.”

SEC. 2.—To be made section 3.

SEC. 3.—Page 10 (second line), to amend by inserting after the word which, “together with all applications from State Base Ball Associations.” To insert after the word club (seventh line), “and State Base Ball Association.” To insert after the word club (eleventh line), “or State Base Ball Association;” also, after the word club (thirteenth line), “or State Base Ball Association.”

SEC. 3 to be section 4.

SEC. 4.—To amend by inserting after the word member (third line), “and no State Association shall be represented in this Association, unless composed of eighteen clubs,” and by inserting after the word or (same line), the word “either,” and by inserting after the word club (fourth line), “or State Base Ball Association.”

SEC. 5.—To be a new section, and to read as follows, viz.: “Any club or State Association, organized after the adjournment of the annual meeting of this Association, may be elected probationary members thereof, after conforming to the requirements of sections second, third, and fourth, by the Nominating Committee. They shall be subject to the payment of dues and assessments, and be eligible to all the privileges of regular members of this Association until the next annual meeting, at which time they must be duly elected in the same manner as all regular members.”

ART. IV. SEC. 4.—To amend by adding after the word organ-

ization (last line), "or by a majority vote of the Board of Officers."

ART. VI. SEC. 1.—To amend by striking out the words "in the city of New York," and inserting "at such place as the Association at the annual meeting may direct."

ART. VII.—To amend by inserting after the word club (last line), "or State Association."

ART. VIII. SEC. 1.—To amend by adding to the end of the section, after the word for, "and each State Association shall pay, through their delegates, to this Association, in like manner, the sum of two dollars as an annual due for each club belonging to such Association."

SEC. 2.—To amend by inserting after the word clubs, the words "and State Association."

SEC. 3.—To amend by striking out the words, "a vote by proxy shall not be allowed," and insert, "Each club who shall have a delegate present at any meeting shall be entitled to two votes, and each State Association who shall have a delegate present at any meeting, shall be entitled to two votes for each club belonging to the State Association he represents." Also to insert after the word "club" (third line), the words "or association, and no club shall vote as an individual, and also through a State Base Ball Association." Also to insert after the word "club," (fourth line), the words "or State Association."

SEC. 4.—To amend by adding after the word players (last line on page 15), "And no State Base Ball Association shall be admitted to membership in this Association unless they adopt in their constitutions the sentiments or words contained in this section."

ART. IX.—To amend by inserting after the word "association" (third line, page 15), "and all clubs belonging to the State Base Ball Association."

ART. X.—To amend by striking out the word "immediately," in the first line, and inserting the words, "within one week." Also to insert after the word "members" (on seventh line), "a Printing Committee, consisting of three." Also to strike out the word "and" on the sixth line.

BY-LAWS.

SEC. 8.—To amend by striking out the word “ten,” and inserting the word “thirty.”

Annexed, we give the rules amended as they now read :

SEC. 5.—*The pitcher's position shall be designated by two lines, two yards in length, drawn at right angles to the line from home to the second base, having their centres upon that line at two fixed iron plates, placed at points fifteen and sixteen and one-third yards distance from the home base. The pitcher must stand within these lines, and must deliver the ball as nearly as possible over the centre of the home base, and fairly for the striker.*

SEC. 6.—*Should a pitcher repeatedly fail to deliver the striker fair balls, for the apparent purpose of delaying the game, or for any cause, the umpire, after warning him, shall call one ball, and if the pitcher persists in such actions, two, and three balls ; when three balls have been called, the striker shall take the first base, and should any base be occupied at that time, each player occupying it or them shall take one base without being put out. All balls delivered by the pitcher striking the ground before reaching the line of the home base, or pitched over the head of the batsman, or pitched to the side opposite to which the batsman strikes from, shall be considered unfair balls.*

SEC. 7.—*The ball must be pitched, not jerked or thrown, to the bat ; and whenever the pitcher moves with the apparent purpose or pretence to deliver the ball, he shall so deliver it, and must have neither foot in advance of the line, or off the ground at the time of delivering the ball ; and if he fails in either of these particulars, then it shall be declared a balk. The ball shall be considered as jerked, in the meaning of the rule, if the pitcher's arm touches his person when the arm is swung forward to deliver the ball ; and it shall be regarded as a throw if the arm be bent at the elbow, at an angle from the body, or horizontally from the shoulder, when it is swung forward to deliver the ball. A pitched ball is one delivered with the arm straight, and swinging perpendicularly, and free from the body.*

SEC. 9.—*The striker shall be considered a player running the bases as soon as he has struck a fair ball.*

SEC. 10.—*Any ball delivered by the pitcher on which a balk or ball has been called, shall be considered dead and not in play until it has been settled in the hands of the pitcher, while he stands in the lines of his position; and no such ball, if hit, shall put the striker out.*

SEC. 13.—*Or, if three balls are struck at and missed, and the last is caught, either before touching the ground or upon the first bound, provided the balls struck at are not those on which balls or balks have been called, or not those struck at for the purpose of wilfully striking out.*

SEC. 17.—*No run or base can be made upon a foul ball; such a ball shall be considered dead, and not in play, until it shall first have been settled in the hands of the pitcher; in such cases, players running bases shall return to them, and may be put out in so returning in the same manner as when running to the first base.*

SEC. 18.—*No run nor first base can be made when a fair ball has been caught without having touched the ground; such a ball shall be considered alive, and in play. In such case, players running bases shall return to them, and may be put out in so returning in the same manner as when running to the first base; but players, when balls are so caught, may run their bases immediately after the ball has been settled in the hands of the player catching it.*

SEC. 19.—*The striker, when in the act of striking, shall not step forward or backward, but must stand on a line drawn through the centre of the home base, not exceeding in length three feet from either side thereof, and parallel with the line occupied by the pitcher. He shall be considered the striker until he has struck a fair ball. Players must strike in regular rotation, and after the first inning is played, the turn commences with the player who stands on the list next to the one who lost the third hand.*

SEC. 20.—*Players must take their bases in order of striking; and when a fair ball is struck, and not caught flying, the first base must be vacated, as also the second and third bases, if they are occupied at the same time. Players may be put out upon any*

base, under these circumstances, in the same manner as when running to the first base.

SEC. 24.—*If any adversary stops the ball with his hat or cap, or if a ball be stopped by any person not engaged in the game, or if he takes it from the hands of any one not engaged in the game, no player can be put out unless the ball shall first have been settled in the hands of the pitcher.*

SEC. 26.—*If two hands are already out, no player running home at the time the ball is struck can make a run to count in the score of the game if the striker is put out by a fair catch, by being touched between home and first base, or by the ball being held by an adversary at the first base before the striker reaches it.*

SEC. 29.—*In playing all matches, nine players from each club shall constitute a full field, and they must have been regular members of the club they represent, and of no other club, either in or out of the National Association, for thirty days immediately prior to the match. Position of players and choice of innings shall be determined by captains previously appointed for that purpose by the respective clubs.*

SEC. 30.—*The umpire shall take care that the regulations respecting the ball, bats, bases, and the pitcher's and striker's positions are strictly observed. He shall be the judge of fair and unfair play, and shall determine all disputes and differences which may occur during the game; he shall take special care to declare all foul balls, balks, strikes, and balls, immediately upon their occurrence; and when a player is put out, in what position and manner, unasked, and in a distinct and audible manner. He shall, in every instance, before leaving the ground, declare the winning club, and shall record his decision in the book of the scores.*

SEC. 32.—*No person engaged in a match, either as umpire, scorer, or player, shall be either directly or indirectly interested in any bet upon the game. Neither umpire, scorer, nor player shall be changed during a match, unless with the consent of both parties, except for reason of illness, or injury, or for a violation of this law, and then the umpire may dismiss any transgressor.*

SEC. 37.—*Whenever a match shall have been determined upon*

between two clubs, play shall be called at the exact hour appointed; and should either party fail to produce their players within thirty minutes thereafter, the party so failing shall admit a defeat, and shall deliver the ball before leaving the ground, which ball must be received by the club who are ready to play, and the game shall be considered as won, and so counted in the list of matches played; and the winning club shall be entitled to a score of nine runs for any game so forfeited, unless the delinquent side fail to play on account of a recent death of one of its members, and sufficient time has not elapsed to enable them to give their opponents the notice before arriving on the ground.

SEC. 39.—*No person who shall be in arrears to any other club, or shall at any time receive compensation for his services as a player, shall be competent to play in any match. All players who play base ball for money, place, or emolument, shall be regarded as professional players; and no professional player shall take part in any match-game; and any club giving any compensation to a player, or having to their knowledge a player in their nine playing in a match for compensation, shall be debarred from membership in the National Association, and they shall not be considered by any club belonging to this Association as a proper club to engage in a match with, and should any club so engage with them, they shall forfeit membership.*

The report of the Committee having been adopted, the next thing of interest was the election of officers, and after quite a busy electioneering time of it, the following officers were chosen :

President, Arthur P. Gorman, of the National Club, of Washington. First Vice-President, Hon. B. F. Rose, of the Mountain Club, of Altoona, Pa. Second Vice-President, W. H. Murtha, of the Enterprise Club, of Brooklyn. Recording Secretary, A. H. Rogers, of the Resolute Club (address box 6,718, New York Post-Office). Corresponding Secretary, C. E. Coon (address box 191, Washington, D. C.) of the Empire Club, of Washington; Treasurer, Mortimer Rogers, of the Lowell Club, of Boston.

During the election of officers a vote was taken on the ques-

tion of the place of meeting of the next Convention, and it was decided to meet at Philadelphia, at the Chestnut Street Theatre, on Wednesday, December 13, 1867, at 11 A. M.

In acknowledgment of the services rendered the Association by Mr. A. H. Rogers, a donation of \$250 was voted him. On motion, it was resolved that 5,000 copies of the Convention book should be published. Dr. Jones, on behalf of Mr. Sebring, presented one of the latter's newly invented Parlor Base Ball Fields, and explained to the Convention its features as a means of illustrating the theory of the game. The following are the names of the delegates appointed on the several Committees: Committee of Rules:—J. B. Jones, Excelsior, Brooklyn, Chairman; H. Chadwick, National, Washington; J. Grum, Eckford, Brooklyn; C. E. Thomas, Eureka, New Jersey; J. B. Lynch, Keystone, Philadelphia; James Cameron, Empire, New York; G. B. Hubbell, Charter Oak, Hartford, Conn.; G. Ebbets, Active, New York; D. R. Kleinfelder, Harry Clay, Philadelphia, Pa.; Otis Keicholtz, Pastime, Baltimore, Md.; D. B. Parker, Union, Richmond, Va.; Dr. John Draper, Live Oak, Cincinnati; Augustus Waterman, Columbia, Bordentown, N. J. Judiciary Committee: W. Herring, Union, Morrisania, N. Y., Chairman; D. W. C. Moore, Athletic, Philadelphia, Pa.; J. B. Bach, Excelsior, Brooklyn, N. Y.; M. J. Kelly, Gotham, New York; Thomas Tassie, Atlantic, Brooklyn, N. Y.; C. C. Commerford, Monitor, Waterbury, Conn.; S. Yates, Eagle, New York; F. C. Winship, Hun-kidori, Wheeling, W. Va.; J. S. Kuen, Olympic, Philadelphia, Pa. Committee on Nominations: Dr. W. H. Bell, Eclectic, New York; J. W. Davis, Knickerbocker, New York; E. Sinn, Chestnut Street Theatre, Philadelphia, Pa. Printing Committee: H. H. Ragen, Independent, Brooklyn, Chairman; H. Chadwick, National, Washington; Robert H. Lane, Portland, Oregon.

NEW ENGLAND ASSOCIATION.

At a regular meeting of the Trimountain Base Ball Club, of Boston, held February 1, 1865, resolutions were passed by them,

that they would use their influence and endeavors to secure the formation of a New England Association of Base Ball Players, and a committee was appointed to confer with the various clubs of New England to perfect this object. The committee consisted of Frank N. Scott, George Arnold, Edw. A. Saltzman, S. M. Hovey, H. J. Boardman, and W. A. Gammon.

This committee, through its secretary, George Arnold, corresponded with the different clubs, and in October a call was issued for a preliminary meeting of the Association, to convene at the Hancock House, October 25, 1865. At this meeting the following clubs were represented: Fly-Away and Orient, of East Boston; Orient, of Newton; Granite, of Holliston; King Philip, of East Abingdon; Harvard, of Cambridge; Lightfoot, of Neponset; Trimountain, of Boston. It was agreed to call a second convention on November 7th, and a committee, consisting of Corliss Wadleigh and six others, were appointed to draw up a constitution and by-laws for the Association.

In accordance with the call issued by the preliminary meeting, the convention met at the Hancock House November 7th, and perfected an organization by the adopting of a constitution and by-laws, the electing of officers, and appointing the necessary committees.

The constitution provides that the Association shall be called the New England Association of Base Ball Players, with the avowed objects of perpetuating the game, and fostering kindly feelings among clubs. Any club consisting of eighteen active members may be represented by two delegates. The regular meetings are to be held annually on the second Tuesday in March, in Boston. The rules of the game governing the National Association govern the New England association.

The following gentlemen were elected officers of the Association, to hold office until the regular meeting in March, 1866: President, Corliss Wadleigh, of the Fly-Away; Vice-President, John A. Lowell, of the Lowell; Recording Secretary, Irvin Le-land, of the Granite; Corresponding Secretary, Frank N. Scott, of the Trimountain; Treasurer, H. R. Smith, of the Dictator.

After the appointment of the standing committees, Mr. John A. Lowell, on behalf of the committee having it in charge, formally tendered to the Association the silver ball recently given to the New England Clubs as a token of the championship. The ball was accepted, and the following gentlemen appointed a committee to make new rules and regulations governing the playing for the champion ball: F. Wright, of the Harvard; J. A. Lowell, of the Lowell; N. S. Cobleigh, of the Orient.

At this convention the following clubs were represented by twenty-one delegates: Dictator, of Newton; Eureka, of East Cambridge; Electric, of Brighton; Fly-Away, of East Boston; Granite, of Holliston; Harvard, of Cambridge; King Philip, of East Abingdon; Lightfoot, of Neponset; Lowell, of Boston; Orient, of East Boston; Trimountain, of Boston.

At the annual meeting held at the Parker House, March 13, 1866, after hearing reports of officers and standing committees, and special committee on rules governing the play for the champion ball, the convention adjourned until Monday evening, March 26. At the adjourned meeting held at the Parker House, March 26, 1866, the principal business was the election of officers and appointment of committees. The following gentlemen were elected: President, John A. Lowell, of the Lowell Club; Vice-President, Frank N. Scott, of the Trimountain Club; Recording Secretary, C. R. Byrum, of the Electric Club; Corresponding Secretary, J. S. Gray, of the King Philip Club; Treasurer, Wm. G. Kidder, of the Orient Club. The next annual meeting of the New England Association will be held in March, 1867.

NORTH-WESTERN ASSOCIATION.

According to appointment, delegates from various base ball clubs met at the Briggs House, in the city of Chicago, on the 6th of December, 1865, for the purpose of forming a North-Western Base Ball Association. The Convention was called to order by G. Charles Smith, of the Excelsior Club of Chicago, and on motion, R. H. Anderson, of the Detroit Club, was

chosen temporary Chairman, and H. G. Teed, of the Elkhart Club, temporary Secretary. The Secretary then proceeded to take the names of delegates present, and the clubs represented by them, as follows: Excelsior, Chicago, Ill.—A. J. Smith, G. C. Smith; Atlantic, Chicago, Ill.—A. M. Kinzie, Holmes Hoge; Pacific, Chicago, Ill.—J. C. Branick, B. Mackey; Hope, St. Louis, Mo.—Jos. Reed, G. Kilpatrick; Julien, Dubuque, Iowa—J. D. Langworthy, E. M. Hodges; Capital City, Madison, Wis.—Geo. B. Hopkins; Detroit, Detroit, Mich.—R. H. Anderson, H. Burroughs; Forest City, Rockford, Ill.—Geo. E. King, H. S. Warner; Sinnissippi, Rockford, Ill.—Elias Nashold; Mercantile, Rockford, Ill.—E. H. Griggs; Western, Indianapolis, Ind.—A. Brewer; Wabash, Lafayette, Ind.—C. F. Howe, Henry Cassell; Elkhart, Elkhart, Ind.—L. C. Patrick, A. D. Dibble; La Porte, La Porte, Ind.—H. G. Teed, N. B. Ridgway; Kenyon, Kenyon College, Ohio—S. R. Huyett.

It was moved and carried that the Chair appoint a Committee, consisting of one delegate from each State, to draft a Constitution and By-Laws, and prepare business for the Convention.

The following delegates were appointed such Committee:—Illinois—A. J. Smith; Missouri—Jos. Reed; Iowa—J. D. Langworthy; Indiana—N. B. Ridgway; Wisconsin—G. B. Hopkins; Michigan—H. Burroughs; Ohio—S. R. Huyett.

Adjourned to two o'clock P. M.

Afternoon session called to order by the Chairman. On motion, members of Base Ball Clubs present, not delegates, were invited to take seats in the Convention. On motion, each Club represented was allowed two votes in the Convention. The Committee on Constitution and By-Laws presented their Report, as follows:

Whereas, The prosperity of, and growing interest in, the National game of Base Ball in the West, and the distance and difficulty of representation in the Base Ball Associations of the East, demand, for the interests of the game, a separate Convention in the West, therefore be it

Resolved, That we, the Members of Base Ball Clubs in the

various States of the West, organize ourselves into an association, to be known as the *North-Western Association of Base Ball Players*.

Resolved, That we adopt the Constitution of the National Association of Base Ball Players, as adopted at their Convention held in New York City, December 14, 1864, subject to such amendments as the said Association may adopt at their meeting to be held in Buffalo on the 13th of the present month, with the exception of fixing the age at which members may be admitted to clubs, at eighteen years and over. The officers of the Association shall consist of a President, Vice-President, Secretary and Treasurer, to be elected by ballot; and one Vice-President and Corresponding Secretary from each State, to be appointed by the President, who shall hold their offices for one year.

The foregoing report was accepted and adopted, and the Convention proceeded to ballot for officers of the Association for the ensuing year.

The election resulted as follows:—President, G. Charles Smith, Excelsior, Chicago; Vice-President, H. G. Teed, La Porte, La Porte; Secretary, E. H. Grigga, Mercantile, Rockford; Treasurer, R. H. Anderson, Detroit, Detroit.

On motion, John H. Gibbens, of the North Star Club, St. Paul, Minn., was admitted as a delegate from said Club. The President appointed the following Vice-Presidents and Corresponding Secretaries, viz. Indiana—A. Brewer, V. P.; Lan. C. Patrick, Secretary. Michigan—H. Burroughs, V. P.; Butler Ives, Secretary. Illinois—A. M. Kinzie, V. P.; Geo. E. King, Secretary. Missouri—G. Kilpatrick, V. P.; Jos. Reed, Secretary. Iowa—J. D. Langworthy, V. P.; B. M. Harger, Secretary. Ohio—J. J. McCook, V. P.; S. R. Huyett, Secretary. Wisconsin—N. Treadway, V. P.; Geo. B. Hopkins, Secretary. Minnesota—J. H. Gibbens, V. P.; R. C. Olin, Secretary.

On motion, it was voted that it should be the duty of the Secretary of each Club belonging to this Association, to report all matches played by such Club to the Corresponding Secretary for the State in which it is located, and that the State Secretary report the same to the Secretary of this Association.

On motion, it was voted that each Club challenging, or accepting a challenge, bear its own expenses.

The Secretary was directed to write to the Secretary of the National Association, informing him of this organization, and requesting the privilege of representation, by delegates, in the Convention of said Association.

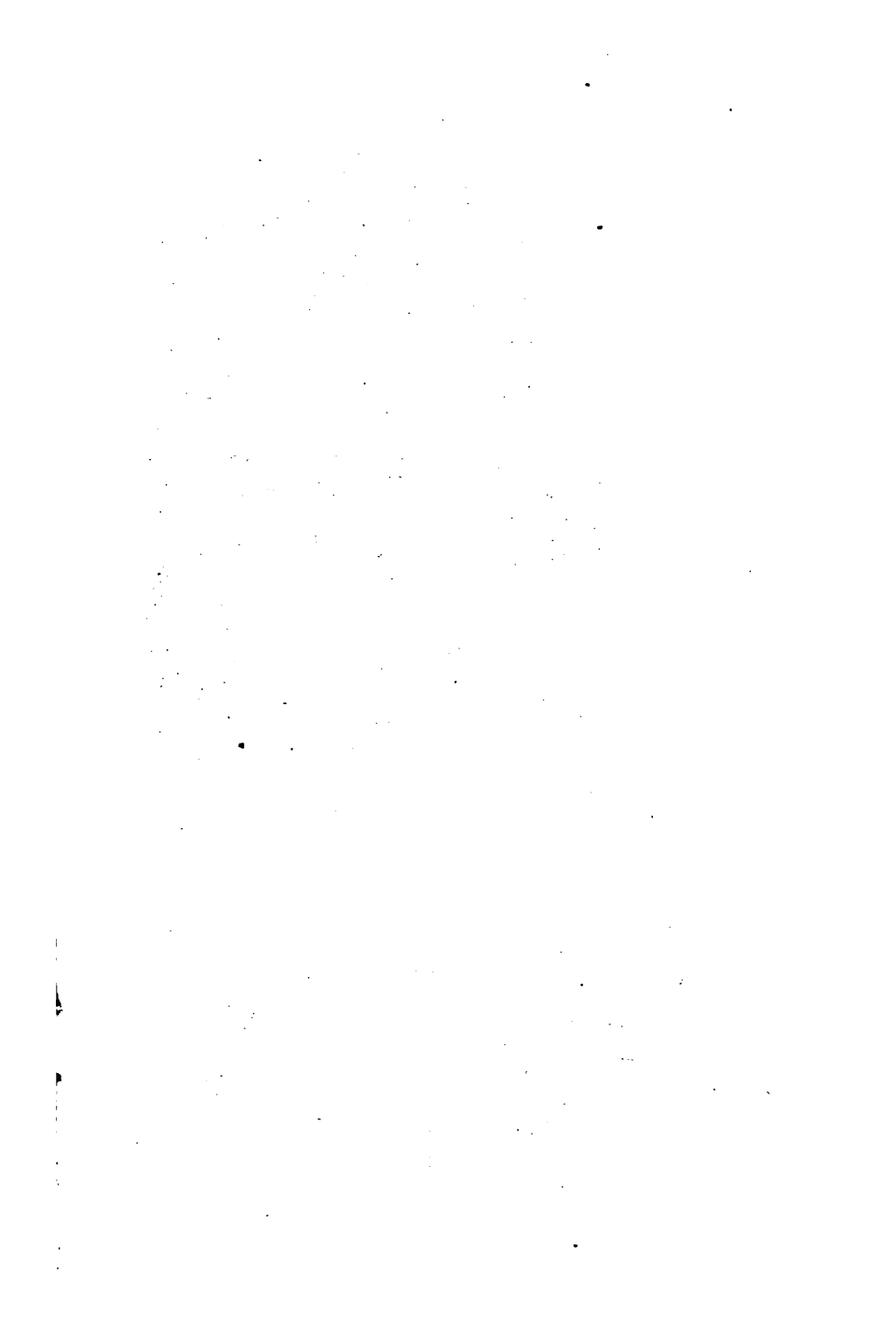
On motion, adjourned, to meet in Chicago on the third Wednesday in December, 1866.

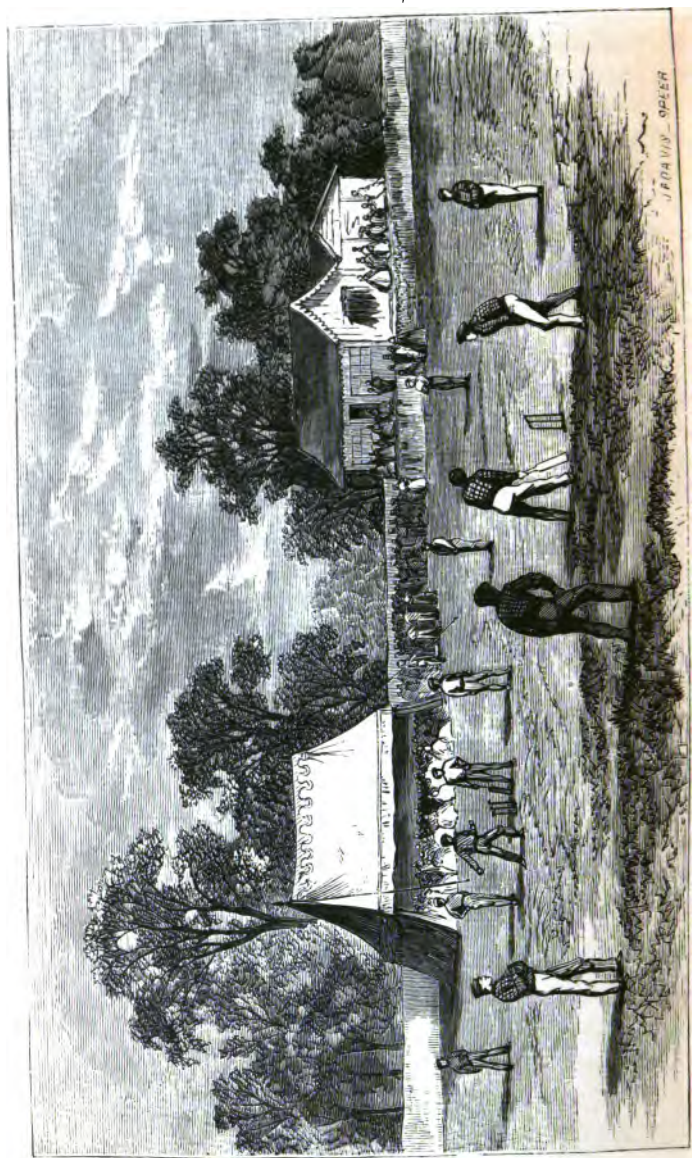
The Association was duly represented in the tenth annual Convention of the National Association, which was held at Clinton Hall, New York, on Wednesday afternoon and evening, December 12, 1866; the delegates being Messrs. Griggs and Chambers.

The North-Western Association of Base Ball Players held their second annual convention at the Briggs House, Chicago, Illinois, on Wednesday and Thursday, December 19th and 20th, 1866. Twenty-five clubs were represented. They adopted the rules of the National Base Ball Players, as amended at the annual convention held at Clinton Hall, New York, December 12, 1866. The following gentlemen were elected officers of the Association: President, J. W. Van Norman, of Detroit; Vice-President, George P. Wells, of Chicago; Secretary, E. H. Griggs, of Rockford; Treasurer, J. E. Hiller, of La Porte.

In concluding our base ball matter, we deem it proper to pay a tribute to our friend Mr. Henry Chadwick, a gentleman who has had a long experience in the reporting of base ball, cricket, and aquatics, for several journals; and whose reports are universally admitted to be of a reliable, impartial, and talented character. Mr. Chadwick bestows a care, attention, and pains upon his reports which have won for them a standard reputation and influence with all who take any interest in American out-door pastimes. Knowing and appreciating their worth and value, it affords us sincere pleasure and gratification to add our humble testimony in behalf of their conceded merit and excellence.

THE GAME OF CRICKET.





THE GAME OF CHICKEN

The game of chicken is a two-player game in which each player chooses between two actions: "chicken" and "egg". If both players choose "chicken", they both receive a payoff of 1. If both players choose "egg", they both receive a payoff of 0. If one player chooses "chicken" and the other chooses "egg", the player who chose "chicken" receives a payoff of 0 and the player who chose "egg" receives a payoff of 2. This game is often used to illustrate the concept of a Nash equilibrium, which is a strategy profile where no player has an incentive to unilaterally deviate from their strategy.

There are two Nash equilibria in this game: (chicken, chicken) and (egg, egg). In the first equilibrium, both players choose "chicken" and receive a payoff of 1. In the second equilibrium, both players choose "egg" and receive a payoff of 0. These equilibria are stable because if a player deviates from their strategy, they will receive a lower payoff. For example, if a player chooses "egg" while the other player chooses "chicken", they will receive a payoff of 0 instead of 1.

However, there is also a third Nash equilibrium in this game: (chicken, egg). In this equilibrium, one player chooses "chicken" and the other chooses "egg", resulting in a payoff of 0 for the player who chose "chicken" and a payoff of 2 for the player who chose "egg". This equilibrium is also stable because if a player deviates from their strategy, they will receive a lower payoff. For example, if a player chooses "egg" while the other player chooses "egg", they will receive a payoff of 0 instead of 2.

The game of chicken is a classic example of a game with multiple Nash equilibria. It is often used to illustrate the concept of a Nash equilibrium and the importance of strategic thinking in game theory.

THE GAME OF CRICKET

CRICKET is, in rural amusements, what billiards are to the denizens of the city. At once a game of bodily skill and mental calculation, it requires for its successful cultivation the union of great physical activity and courage, with considerable powers of mind and great self-control, especially in some of the more difficult departments—such as bowling, wicket-keeping, etc., etc. Until within the last eighty years, this game was very rarely played, but there is plenty of evidence as to its existence as a game in the sixteenth century, and probably earlier even than that. But it is chiefly in the present century that Cricket has become popular with all classes, and that it has taken the position which it now enjoys.

THE LAWS OF CRICKET ADOPTED BY THE MARYLEBONE CLUB.

The ball must not weigh less than five ounces and a half, nor more than five ounces and three-quarters. It must measure not less than nine inches, nor more than nine inches and one-quarter in circumference. At the beginning of each innings either party may call for a new ball.

The bat must not exceed four inches and one-quarter in the widest part; it must not be more than thirty-eight inches in length.

The stumps must be three in number, twenty-seven inches out of the ground, the balls being eight inches in length, the stumps of equal and sufficient thickness to prevent the ball from passing through.

The bowling crease must be in line with the stumps; six feet eight inches in length, the stumps in the centre, with a return crease at each end towards the bowler at right angles.

The popping crease must be four feet from the wicket, and parallel to it; unlimited in length, but not shorter than the bowling crease.

The wickets must be pitched opposite to each other by the umpire, at the distance of twenty-two yards.

It shall not be lawful for either party during a match, without the consent of the other, to alter the ground by rolling, watering, covering, mowing, or beating, except at the commencement of each innings, when the ground may be swept and rolled at the request of either party; such request to be made to one of the umpires within one minute after the conclusion of the former innings. This rule is not meant to prevent the striker from beating the ground with his bat near to the spot where he stands during the innings, nor to prevent the bowler from filling up holes with sawdust, etc., when the ground shall be wet.

After rain the wickets may be changed with the consent of both parties.

The bowler shall deliver the ball within one foot on the ground behind the bowling crease, and within the return crease, and shall bowl four balls before he changes wickets, which he shall be permitted to do once only in the same innings.

The ball must be bowled. If thrown or jerked, or if the bowler, in the actual delivery of the ball, or in the action *immediately preceding the delivery*, shall raise his hand or arm above his shoulder, the umpire shall call "No ball."

He may require the striker at the wicket from which he is bowling to stand on that side of it which he may direct.

If the bowler shall toss the ball over the striker's head, or bowl it so wide that in the opinion of the umpire it shall not be fairly within the reach of the batsman, he shall adjudge one run to the parties receiving the inning, either with or without an appeal, which shall be put down to the score of wide balls; such balls shall not be reckoned as one of the four balls; but if the

batsman shall by any means bring himself within reach of the ball, the run shall not be adjudged.

If the bowler deliver a "No Ball," or a "Wide Ball," the striker shall be allowed as many runs as he can get, and he shall not be put out, except by running out. In the event of no run being obtained by any other means, then one run shall be added to the score of "No Balls," or "Wide Balls," as the case may be. All runs obtained for "Wide Balls" to be scored to "Wide Balls." The names of the bowlers who bowl "Wide Balls," or "No Balls," shall be placed on the score, to show the parties by whom either score is made.

At the beginning of each innings the umpire shall call "Play." From that time to the end of each innings no trial ball shall be allowed to any bowler.

The striker is out if either of the balls be bowled off, or if a stump be bowled out of the ground.

Or, if the ball from the stroke of the bat or hand, but not the wrist, be held before it touch the ground, although it be hugged to the body of the catcher.

Or if, in striking, or at any other time while the ball shall be in play, both his feet shall be over the popping crease, and his wicket put down, except his bat be grounded within it.

Or if, in striking at the ball, he hit down his wicket.

Or if, under pretence of running, or otherwise, either of the strikers prevent a ball from being caught, the striker of the ball is out.

Or, if the ball be struck and he wilfully strike it again.

Or if, in running, the wicket be struck down by a throw, or with the hand or arm (with ball in hand) before his bat (in hand) or some part of his person be grounded over the popping crease. But if both the bails be off, a stump must be struck out of the ground.

Or, if any part of the striker's dress knock down the wicket.

Or, if the striker touch, or take up the ball while in play, unless at the request of the opposite party.

Or, if with any part of his person he stop the ball, which in

the opinion of the umpire at the bowler's wicket shall have been pitched in a straight line from it to the striker's wicket, and would have hit it.

If the players have crossed each other, he that runs for the wicket which is put down is out.

A ball being caught, no run shall be reckoned.

A striker being run out, that run which he and his partner were attempting shall not be reckoned.

If a lost ball be called, the striker shall be allowed six runs; but if more than six shall have been run before lost ball shall have been called, then the striker shall have all which have been run.

After the ball shall have been finally settled in the wicket-keeper's or bowler's hand, or shall have passed through the hands of the wicket-keeper for the bowler to resume bowling, it shall be considered dead; but when the bowler is about to deliver the ball, if the striker at his wicket go outside the popping crease before such actual delivery, the said bowler may put him out, unless his bat in hand, or some part of his person, be within the popping crease.

The striker shall not retire from his wicket and return to it to complete his innings after another has been in, without the consent of the opposite party.

No substitute shall in any case be allowed to stand out or run between wickets for another person without the consent of the opposite party; and in case any person shall be allowed to run for another, the striker shall be out if either he or his substitute be off the ground in manner mentioned, while the ball is in play.

In all cases where a substitute shall be allowed, the consent of the opposite party shall also be obtained as to the person to act as substitute, and the place in the field which he shall take.

If any fieldsman stop the ball with his bat, the ball shall be considered dead, and the opposite party shall add five runs to their score; if any be run, they shall have five in all.

The ball having been hit, the striker may guard his wicket with his bat, or with any part of his body except his hands.

The wicket-keeper shall not take the ball for the purpose of stumping, unless it has passed the wicket; he shall not move till the ball be out of the bowler's hand; he shall not by any noise incommode the striker; and if any part of the person be over or before the wicket, although the ball hit it, the striker shall not be out.

The umpires are sole judges of fair or unfair play, and all disputes shall be determined by them, each at his own wicket; but in case of a catch which the umpire at the wicket bowled from cannot see sufficiently to decide upon, he may apply to the other umpire, whose opinion shall be conclusive.

The umpires in all matches shall pitch fair wickets, and the parties shall toss up for the choice of innings. The umpires shall change wickets after each party has had one innings.

They shall allow two minutes for each striker to come in, and ten minutes between each innings. When the umpires shall call "Play," the party refusing to play shall lose the match.

They are not to order a striker out unless appealed to by the adversaries.

But if one of the bowler's feet be not on the ground behind the bowling crease, and within the return crease, when he shall deliver the ball, the umpire at the wicket unasked must call "No Ball."

If either of the strikers run a short run, the umpire must call "One short."

No umpire shall be allowed to bet.

No umpire is to be changed during a match, unless with the consent of both parties, except in case of a violation of the last law; then either party may dismiss the transgressor.

After the delivery of four balls, the umpires must call "Over," but not until the ball shall be finally settled in the wicket-keeper's or bowler's hand; the ball shall then be considered dead; nevertheless, if an idea be entertained that either of the strikers is out, a question may be put previously to, but not after the delivery of, the next ball.

The umpire must take especial care to call "No Ball" instant-

ly upon delivery ; "Wide Ball," as soon as it shall pass the striker.

The players who go in second shall follow their innings, if they have obtained eighty runs less than their antagonists, except in all matches limited to only one day's play, when the number shall be limited to sixty instead of eighty.

When one of the strikers shall have been put out, the use of the bat shall not be allowed to any person until the next striker shall come in.

LAWS FOR SINGLE WICKET.

When there shall be less than five players on a side, bounds shall be placed twenty-two yards each in a line from the off and leg stump.

The ball must be hit before the bounds to entitle the striker to a run ; which run cannot be obtained unless he touch the bowling stump or crease, in a line with his bat, or some part of his person, or go beyond them ; returning to the popping crease, as at double wicket.

When the striker shall hit the ball, one of his feet must be on the ground and behind the popping crease, otherwise the umpires shall call "No Hit."

When there shall be less than five players on a side, neither byes nor overthrows shall be allowed, nor shall the striker be caught out behind the wicket, or stumped out.

The fieldsman must return the ball so that it shall cross the play between the wicket and the bowling stump, or between the bowling stump and the bounds ; the striker may run till the ball be so returned.

After the striker shall have made one run, if he start again he must touch the bowling stump and turn before the ball shall cross the play to entitle him to another.

The striker shall be entitled to three runs for lost ball, and the same number for ball stopped with bat.

When there shall be more than four players on a side there

shall be no bounds. All hits, byes, and overthrows shall then be allowed.

The bowler is subject to the same laws as at double wicket.

No more than one minute shall be allowed between each ball.

No wager upon any match is payable unless it be played out or given up.

If the runs of one player be betted against those of another, the bet depends on the first innings.

If the bet be made on both innings, and one party beat the other in one innings, the runs of the first innings shall determine it.

If the other party go in a second time, then the bet must be determined by the number on the score.

ST. GEORGE'S CLUB.

The St. George's Cricket Club, of New York, is the oldest cricket organization in America, having been established some thirty-odd years; and in social position, playing strength, and number of members, they now fill a very high rank. They first occupied grounds in the vicinity of Thirty-first street—then a district of vacant lots and fields—and afterwards at the Red House grounds, and on Fox Hill, Hoboken. In 1858, they had a new ground made for them. Recently, however, they have invested \$20,000 in the purchase of a plot of land, on the site of the old Beacon race-course, and to this new field they will remove next spring. Their principal and most interesting matches for many years were those with the New York Club; but the growth of cricket in Philadelphia, and the skill displayed by the principal clubs there, have made the matches with the young American players of more interest of late years. The Club numbers between two and three hundred members, has a full treasury, three excellent elevens, and, in fact, is in the most flourishing condition, thanks to the efficient management of the last four or

five years. Officers of the Club: President, Robert Bage; Vice-President, A. H. Gibbes; Secretary, J. Mumford; Treasurer, G. M. Vanderlip.

NEW YORK CLUB.

The New York Cricket Club was organized more than twenty years ago, and after sustaining defeat for several seasons in succession, at last assumed a very prominent position, for a number of years taking the lead. Of late it has not been so successful, but the prospect is that next year will see it in a finer condition than ever. Some of the most interesting games on record have been those in which the New York Club has taken part. Their grounds were located at Fox Hill, Hoboken, until the growth of that suburb of New York rendered the field too valuable for building purposes to be longer used for cricket, and since then they have played on the St. George's grounds. The New York Club has ever been a popular organization with the lovers of cricket in Gotham, and they are deserving of and merit all the success and prosperity they now enjoy. The present officers of the Club are: President, Henry Sharp; Secretary, Mr. Hall; Treasurer, G. Higham.

MANHATTAN CLUB.

The Manhattan Cricket Club, of New York, was organized about ten years since, and now occupies a most solid position. The Manhattan Club have a good ground of their own at the foot of Ninth street, Hoboken, and can muster two strong playing elevens. Their object, however, has always been exercise and recreation, in preference to the winning of trophies. Still, they have marked their record with many well-fought battles and creditable victories.

WILLOW CLUB.

This Long Island cricket organization was established after the disbandment of the Brooklyn Club, in 1860. At first it was a club for recreation only, no matches being played with other clubs. Afterwards they became ambitious of winning trophies, and began their match-playing career by winning a ball from the St. George Club. The past season, however, they have not played much, except in practice games; but next season they expect to come out strong as a playing club. Their grounds are located at Bedford, the field being known as the old Long Island Club ground. They have a fine roll of members, and occupy a very good position. The officers of the Club are: President, T. G. Terry; Vice-President, Charles Henderson; Treasurer, Thomas Groves; Secretary, H. Stevenson.

SATELLITE CLUB.

This Club is the only cricket club in "Williamsburgh," or what is known as the Eastern District of Brooklyn. They were organized on a principle opposed to what is known as the "revolving system," that is, the placing of prominent members of other clubs in their elevens to win matches. Their rule excludes all players from their match-games who belong to other clubs; and it is the only rule to keep up the *esprit de corps* of a club, and to make matches interesting as contests between the strength of two clubs. The Satellite Club last year procured a fine inclosed ground adjoining the Union Ball Grounds. In the winter the field is covered with water and transformed into a skating-pond.

The above clubs are all the cricket organizations now in actual existence in New York and Brooklyn. Among the clubs which have flourished and disappeared within the last ten years, we might name the Brooklyn, Long Island, Kings County, East New York, Queens County, Williamsburgh, American, Interna-

tional, of Long Island; the College Club, of New York; New Brighton, of Staten Island; and some others of the suburban villages. Of late years more encouragement has been given to young American players, and hence the game has gradually increased in popularity.

BOSTON CRICKET CLUB.

BOSTON, Tuesday, Nov. 13, 1866.

MR. CHARLES A. PEVERELLY :

Dear Sir—In accordance with your request, I send you a brief history of the game of Cricket in this State. You are probably aware that Cricket dates its origin in this country from Boston. It is, I think, generally understood that cricket was first played in New York about thirty years ago; but we have in the archives of the Boston Cricket Club a little pamphlet bearing date May 1, 1809. It contains the "Bye-Laws for the Government of the Boston Cricket Club," and the laws of cricket as then adopted by the Marylebone Cricket Club. The officers of the Club were: Andrew Allen, President; John Richards, Vice-President, and John R. Parker, Secretary. The by-laws are very entertaining, and show that the Club was very social in its character. The Secretary has strict injunctions to see that refreshments are always provided, and in sufficient quantity. The annual assessment was five dollars, and the number of members was limited to thirty. This was undoubtedly the first cricket club. How long it existed we have never been able to ascertain, as its members are, I fear, all dead, and none live to tell of the old club. I think cricket remained a neglected pastime with us from the year 1809 until the "New England Eleven," as it was called, sprung into existence, about the year 1850. It was a strong club, and played several matches with the St. George's Club, of New York, with varying success, occasionally winning a game, but more frequently losing one. We have still some of the old members among us, and they are good players now, time

having dealt gently with them. Messrs. Lumb, Draper and Garrett still wield the "willow," and still have a reputation which they feel called upon to maintain. After the disbandment of the New England Eleven, cricket in Massachusetts remained at a dead lock for several years. It took a fresh start about 1855, when clubs were formed in Lawrence and Lowell, and the "Star and Thistle" in Boston. The Metropolitan Club was not able to cope with even ordinary success with the rival clubs, and experienced defeat after defeat, with, I have no doubt, commendable equanimity. The only laurels it won were from a club at Taunton, Mass. The "Star and Thistle" passed through a few seasons, when, having been strengthened by the accession of several good players, it was dissolved in 1857, and the Boston Cricket Club formed, which lives to this day a prosperous and improving club. The Boston opened its campaign very successfully, compelling the clubs of Lawrence and Lowell to lower their colors. They were fortunate at first in all their matches. The result was that success created too much confidence, and over-confidence caused defeat. Lowell at last retaliated, and the Boston Club experienced a series of reverses. In 1858 our cricketers became more ambitious, and determined to extend their sphere. Through the exertions of the Boston and Lowell Clubs, a match was arranged in New York; State of Massachusetts against the New York Club. The Boston Club also arranged a match with the St. George's Club. Massachusetts made a creditable, but not very brilliant show. No one scored double figures in either innings. The score stood at the conclusion of the game: Massachusetts, 37 and 46, and New York, 72 and 12, with four wickets down. In the match of the Boston and St. George's Clubs the score stood: Boston, 54 and 72, and St. George's, 81 and 102. Our cricketers were highly encouraged with the beginning they had made, and for a time cricket looked very promising; but it proved only temporary, and soon died away. The Boston Club soon lost caste by a series of defeats by the Roxbury and Lowell Clubs, and became so demoralized that the dissolution of the club appeared imminent. Several of the prominent members resigned, and the

few that remained had almost despaired of seeing the club ever regain its former position. But fortunately for the welfare of cricket in Boston, the old club had not lived in vain. While the club was vainly struggling against disasters, several boys' clubs had been organized. As a *dernier ressort* to resuscitate the Boston Club it was resolved to consolidate the Bay State Club of boys and the Boston Club. This was consummated in 1860. The new club deserted Boston Common, where our cricketers had played up to this time, and secured a ground in East Cambridge. These changes seemed to infuse the club with new life. The roll of membership was largely augmented. The club soon acquired the championship of the State, and the Lowell Club dying out, for a few seasons it held undisputed sway, until the Shelburne Falls Cricket Club, of the western part of the State, appeared in the field. With this club the Boston had many a stubborn contest, and each could boast of hard-won victories. The Boston kept the lead, however; but it had become a very even thing when the Shelburne Falls "gave up the ghost," and disappeared last season from the arena. This year there was not a club in the State to meet the first eleven of the Boston on equal terms. In 1866 the Boston Club won its first match from the St. George's, of New York, having been defeated in the five previous encounters. The match with the New York Cricket Club was left drawn, on account of the inclemency of the weather. The match with the Young America Club, of Philadelphia, resulted in a victory for the Young America, the Boston making but 18 in the second inning, when only 33 runs were wanted to win, and it looked highly favorable for their scoring them, their first inning having amounted to over 80 runs. Besides this and minor matches, the club this last season made an excursion to the British Provinces of New Brunswick and Nova Scotia. The trip occupied three weeks, and matches were played at Frederickton, St. John, and Halifax, with the civilians, the army, and the navy. The party of cricketers numbered over twenty, and all participated in one or more of the matches played.

The Boston Cricket Club now numbers nearly 200 members. There are over 50 active players, and the club enjoys a condition of the most gratifying financial prosperity. This last season a very commodious two-story club-house was erected, the ground fenced, and other desirable improvements made. The ground is still at East Cambridge, and the club is likely to hold it for a number of years. William Hammond has been the "professional" of the club for the past two years. He is the first and only one the club has ever engaged. The following gentlemen are the present officers of the club: President, William Lumb; Vice-President, S. Frank Crockett; Recording Secretary, Wm. H. Davis; Corresponding Secretary, Horace T. Rockwell; Treasurer, Alfred J. Mercer. During the season of 1866 the Boston Club participated in seventeen matches; they won nine, lost seven, and one was drawn. "SHAWMUT."

While thanking "Shawmut" for his letter and its interesting record and reminiscences, we desire to make a brief allusion to the present first officers of the Boston Cricket Club, Messrs. William Lumb, and S. Frank Crockett, to which gentlemen the club is indebted mainly for its present creditable place among the cricket organizations of the United States. As for "mine host" Crockett, of the "Bromfield House," he is too well known to all of our New York Cricket, Base Ball, and Boating disciples, to need even this personal mention.

PHILADELPHIA CLUB.

This club has been so intimately connected with the history of the game in this country that we can hardly think of the one without associating the other. The Philadelphia Cricket Club was regularly organized under its present name on February 10, 1854. Previous, however, to this time it had existed as a mere collective body without a title, consisting of a few gentlemen whose enthusiasm prompted them to throw aside the general

feeling of indifference for manly sports which, at that time, characterized the mass, and institute a game which soon became a popular sport among our young men. At the meeting for organization, held October 10, 1854, when the present constitution and by-laws of this club were adopted, Wm. Rotch Wister was appointed to act as Chairman, and Morton P. Henry as Secretary, and the club started out into the cricketing world with forty-one members. It steadily increased in numbers till the late political difficulties of our country broke suddenly in upon this peaceful game, and drew away many of its best members and supporters. To make anything like an accurate statement of the match games this club has played since its organization would be a matter of no little difficulty. The Philadelphia furnished many of the American "twenty-two" who played against the "All England Eleven." The season matches of this club are as follows:—With the Young America, spring and fall; with the St. George, of New York, spring and fall; with the Olympian, spring and fall; while several others claim its attention together with the second eleven matches. The Philadelphia Club plays three distinct elevens regularly, and, as a novelty, will institute a series of fourth eleven matches for the spring of 1867. It is but justice to mention with respect the names of Hartman Kuhn and W. R. Wister, to whose lively interest the club owes not a little of its celebrity; and to the former of whom it is indebted for the use of its playing grounds, which are situated on the eastern side of the river Delaware, directly opposite to Philadelphia. In 1862 the club numbered only 41 members; in 1863, 58; in 1864 it reached about 65, when the great influx of young players began, and the number arose suddenly to 94 members. For 1866 the club numbered 160 members.

The first officers of the club for 1854 were: President, J. D. Sergeant; Vice-President, W. R. Wister; Secretary and Treasurer, James B. England. Officers for 1866: President, Wm. Rotch Wister; Vice-President, Albert A. Outerbridge; Treasurer, C. Stuart Patterson; Secretary, Horace Magee. Playing days,

every Saturday; practising days, every Monday, Tuesday, and Thursday.

GERMANTOWN CLUB.

The Germantown Cricket Club was instituted in August, 1854, its first members being mere youths, none of them exceeding sixteen years of age; they did not recognise the importance of formal organization until the following year. At this period there was but one other club in Pennsylvania, the Philadelphia Cricket Club. The Germantown Cricket Club now numbers, senior members, 206; junior members, 13; honorary, 1; making an aggregate of 220 members. Their grounds are located at Germantown, near Philadelphia, and they practise every day during the season, except when the grounds are required for matches.

We append a list of the officers of the club from 1855 to 1867 inclusive. For 1855 and 1856: President, W. W. Wister, Jr.; Secretary, G. W. Carpenter; Treasurer, Jones Wister. For 1856 and '57: President, W. W. Wister, Jr.; Secretary, J. D. Rodney; Treasurer, C. M. Bayard. For 1857 and '58: President, W. W. Wister, Jr.; Secretary, F. C. Newhall; Treasurer, C. M. Bayard. For 1858 and '59: President, C. M. Bayard; Secretary, Jones Wister; Treasurer, G. R. Wood. For 1859 and '60: President, C. M. Bayard; Secretary, N. C. Mitchell; Treasurer, G. R. Wood. For 1860 and '61: President, Alex. W. Wister; Secretary, Jones Wister; Treasurer, G. R. Wood. For 1861 and '62: President, Alex. W. Wister; Secretary, Ellicott Fisher; Treasurer, G. R. Wood. This board of officers were annually re-elected to their positions until 1865 and '66, when the following gentlemen were chosen:—President, Alex. W. Wister; Secretary, Charles E. Cadwalader; Treasurer, Thomas McKean. For 1866 and '67: President, Alex. W. Wister; Secretary, F. W. Beasley; Treasurer, Thomas McKean.

June 21, 1855.—Germantown and Delphian. Germantown,

14 and 24; total, 38. Delphian, 37 and 26; total, 63. Delphian won by 25 runs. October 1, 1855.—Germantown and Delphian. Germantown, 58 and 7; total, 65. Delphian, 45 and 18; total, 63. Germantown won by 2 runs. November 17 and 29, 1855. Germantown and Delphian, at Camden. Germantown, 70 and 15; total, 85. Delphian 54 and 29; total, 83. Germantown won by 9 wickets and 2 runs.

May 31, 1856.—Germantown and Philadelphia, American Eleven, at Camden. Germantown, 41 and 45; total, 86. Philadelphia, 36 and 49; total, 85. Germantown won by 5 wickets and 1 run. September 27, 1856.—Germantown and Philadelphia, American Eleven, at Camden. Germantown, 48 and 35; total, 83. Philadelphia, 44 and 36; total, 80. Germantown won by 3 wickets and 3 runs. October 25, 1856.—Germantown and Philadelphia, American Eleven, at Camden. Germantown, 91 and 15; total, 106. Philadelphia, 59 and 46; total, 105. Germantown won by 9 wickets and 1 run.

May 30, 1857.—Germantown and Philadelphia, American Eleven. Germantown, 47 and 25; total, 72. Philadelphia, 40 and 31; total, 71. Germantown won by 5 wickets and 1 run. August 24, 1857.—Germantown and Star. Germantown, 70 and 19; total, 89. Star, 39 and 49; total, 88. Germantown won by 8 wickets and 1 run. September 11, 12, and 15, 1857. Germantown and Philadelphia. Philadelphia, 71 and 175; total, 246. Germantown, 65 and 40; total, 105. Philadelphia won by 141 runs.

September 27, 1857.—Germantown and Olympian. Germantown, 77. Olympian, 41 and 27; total, 68. Germantown won in one innings. October 3, 1857.—Germantown and Star. Germantown, 43 and 42; total, 85. Star, 31 and 52; total, 83. Germantown won by 4 wickets and 2 runs. October 17, 1857.—Germantown and Delphian. Germantown, 74 and 77; total, 151. Delphian, 65 and 46; total, 111. Germantown won by 40 runs. October 23, 1857.—Germantown and Philadelphia, American Eleven. Germantown won in one innings, with no wickets lost, and 51 runs. Philadelphia, 27. November 6 and

7, 1857.—Germantown and Philadelphia. Germantown, 85 and 26; total, 111. Philadelphia, 29 and 46; total, 75. Germantown won by 36 runs.

September 18, 1858.—Germantown and Young America. Germantown, 87 and 47; total, 134. Young America, with one player of Germantown given, 55 and 70; total, 125. Germantown won by 9 runs. October 9, 1858.—Germantown and Philadelphia, at Camden. Philadelphia, 73 and 33; total, 106. Germantown 50 and 55; total, 105. Philadelphia won by 5 wickets and 1 run.

May 7, 1859.—Germantown and Young America, with one player of Germantown given. Germantown, 95 and 23; total, 118. Young America, 32 and 83; total, 115. Germantown won by 8 wickets and 3 runs. May 28 and 30, 1859.—Germantown and Philadelphia, at Camden. Germantown, 115 and 53; total, 168. Philadelphia, 122 and 39; total, 162. Germantown won by 6 runs. June 11, 1859.—Germantown and Pottsville, at Pottsville, Pa. Germantown, 46 and 51; total, 97. Pottsville, 32 and 49; total, 81. Germantown won by 16 runs. June 18, 1859.—Germantown and Union. Germantown, 146 in one innings. Union, 82 and 52; total, 134. Germantown won in one innings by 12 runs. July 2, 1859.—Germantown and New York, at Hoboken. Germantown, one innings, 112. New York, one innings, 108. Germantown won by 4 runs. August 25, 1859.—Six Wisters and five Newhalls, and Germantown Club. Germantown, 22 and 117; total, 139. Wisters and Newhalls, 54 and 86; total, 140. In favor of the latter by 4 wickets and 1 run. September 10, 1859.—Germantown and Washington. Germantown, in one innings, 169. Washington, in one innings, 57. Germantown won by 112 runs. September 24, 1859.—Germantown and Young America. Germantown, 57 and 54; total, 111. Young America, 79 and 44; total, 123. Young America won by 12 runs.

May 18 and 19, 1860.—Germantown and Philadelphia. Germantown, 40 and 66; total, 106. Philadelphia, 63 and 45; total, 108. Philadelphia won by 4 wickets and 2 runs. June

11, 1860.—Germantown and St. George's, of Philadelphia. Germantown, 49 and 42; total, 91. St. George's, 42 and 46; total, 88. Germantown won by 4 wickets and 3 runs. July 3, 1860.—Germantown and New York, at Camden. New York, in one innings, 113. Germantown, 80, with 7 wickets down. Darkness prevented the completion of the match. July 11 and 12, 1860.—Germantown and St. George's, of New York, at Camden. Germantown 53 and 51; total, 104. St. George's, 193 and 85; total, 188. St. George's won by 84 runs. July 1, 1860.—Single wicket match. Three players of 1st eleven of Germantown against Young America, and four players of Germantown given. Germantown three, 19 and 10; total, 29. Young America, 16 and 3; total, 19. October 12, 1860.—Germantown and Philadelphia. Germantown, 36 and 78; total, 114. Philadelphia, 54 and 59; total, 113. Germantown won by 4 wickets and 1 run.

October 17 and 18, 1866.—Germantown and St. George's. Germantown, 54 and 51; total, 105. St. George's, 41 and 60; total, 101. Germantown won by 4 wickets and 4 runs. November 2 and 3, 1866.—Germantown and Young America. Young America, 69 and 96; total, 165. Germantown, 65 and 12, with one man out, when the game was drawn.

YOUNG AMERICA CRICKET CLUB.

The Young America Cricket Club, of Germantown, Penn., was organized November 19, 1855. The minutes of meetings are wanting through the infancy of the Club, though since its institution the organization has been maintained intact. Mr. Samuel Betton was chosen first President. From his administration until 1858 the record is lost. Officers of the Club for 1858: President, Kilburn Knox; Secretary, Cornelius C. Widdis; Treasurer, Woodruff Jones. Officers for 1859: President, Frederic C. Newhall; Secretary and Treasurer, Woodruff Jones. Officers for 1860: President, Frederic C. Newhall; Secretary, Thomas F.

Jones ; Treasurer, George M. Newhall. Officers for 1861 : President, Thomas J. Magill ; Secretary, Harrison L. Newhall ; Treasurer, George M. Newhall. Officers for 1862 : President, Woodruff Jones ; Secretary, Thomas F. Jones ; Treasurer, William C. Watson. Officers for 1863 : President, Woodruff Jones ; Secretary and Treasurer, George M. Newhall. Officers for 1864 : President, Samuel Betton ; Secretary, Charles E. Morgan, Jr. ; Treasurer, George M. Newhall. Officers for 1865 : President, Joseph Carson, Jr. ; Vice-President, Thomas P. C. Stokes ; Secretary, Ellicott Fisher ; Treasurer, George M. Newhall. Officers for 1866 : President, Edward M. Davis, Jr. ; Vice-President, Thomas P. C. Stokes ; Secretary, Charles E. Morris ; Treasurer, George M. Newhall. Honorary members, 1 ; contributing members, 26 ; active members, 122 ; junior members (under sixteen years), 6—total, 155. Grounds : Turnpike Bridge, Germantown. Practice days : every week day through the months of May, June, September, and October.

Summary of matches played by the Young America Cricket Club. Young America *vs.* Second Eleven Germantown, at Germantown ; Germantown, 34 and 37 ; total, 71. Young America, 44 and 38 ; total, 82. Young America won, with one wicket to spare. First Eleven Young America *vs.* three men of Germantown Cricket Club, at Germantown ; Germantown, 19 and 10 ; total, 29. Young America, 15 and 2 ; total, 17.

1856.—Young America *vs.* Washington, at Germantown ; Young America, 58 and 14 ; total, 67. Washington, 19 and 47 ; total, 69. Young America won by nine wickets. Young America *vs.* Washington, at Germantown ; Young America, 21 and 27—total, 48. Washington, 22 and 27 ; total, 49. Washington won by three wickets. Young America *vs.* Keystone, at West Philadelphia, 1856 or '57 ; Keystone, 17 and 51 ; total, 68. Young America, 251.

June 6, 1857.—Young America *vs.* Keystone, at Germantown ; Keystone, 30 and 74 ; total, 104 ; Young America, 52 and 29 ; total, 81. Oct. 17.—Young America *vs.* Keystone, at Germantown ; Keystone, 17 and 67 ; total, 84. Young America, 88.

May 22, 1858.—Young America *vs.* American Eleven, of Philadelphia, at Camden, N. J.; Young America, 71 and 63; total, 134; Philadelphia, 153. June 19.—Young America *vs.* Germantown First Eleven, at Germantown; Germantown, 50 and 115; total, 165. Young America, 56 and 54; total, 110. Sept. 18.—Young America *vs.* Germantown First Eleven, at Germantown; Young America, 55 and 70; total, 125. Germantown, 86 and 47; total, 133.

May 10, 1859.—Young America *vs.* Germantown First Eleven, at Germantown; Young America, 32 and 83; total, 115. Germantown, 95 and 31; total, 116. Germantown won by eight wickets. Sept. 17.—Young America *vs.* Germantown First Eleven, at Germantown; Young America, 79 and 44; total, 123. Germantown, 57 and 54; total, 111. Nov. 4 and 5.—Young America *vs.* American Eleven, of Philadelphia, at Camden; Philadelphia, 24 and 58; total, 82. Young America, 22 and 67; total, 83. Young America won by six wickets.

May 11 and 12, 1860.—Young America *vs.* American Eleven, of Philadelphia C. C.; at Germantown; Young America, 41 and 56; total, 97. Philadelphia, 53 and 56; total, 109. Oct. 5.—Young America *vs.* Continental, at Germantown; Young America, 99. Continental, 32 and 49; total, 81.

From this time until 1864, the first eleven of the Young America was greatly weakened by the war, and the organization passed into new hands.

Oct. 27, 1860.—Young America *vs.* Olympian, at Germantown; Young America, 99. Olympian, 64. A draw game. Nov. 1.—Young America *vs.* Atalanta, at Germantown; Young America, 39; Atalanta, 27. A draw game.

The scores of matches for 1861 are incomplete and unimportant. Oct. 19, 1861.—Young America *vs.* Continental, at Germantown; Young America, 45 and 67; total, 112. Continental, 36 and 72; total, 108.

May 24, 1862.—Young America *vs.* Continental, at Germantown; Continental, 34 and 53; total, 87. Young America, 41 and 47; total, 88. Young America won by eight wickets. June

14.—Young America *vs.* Philadelphia—American Eleven, at Camden; Young America, 33 and 35; total, 68. Philadelphia, 67 and 26; total, 93. Sept.—Young America *vs.* Continental, at Germantown; Young America, 74 and 83; total, 157. Continental, 65 and 30; total, 95. Sept. 29.—Young America *vs.* Chippewa, at Camac's Wood; Young America, 89 and 66; total, 155. Chippewa, 105 and 150; total, 255. Oct. 11.—Young America *vs.* Continental, at Germantown; Young America, 41 and 55; total, 96. Continental, 22 and 22; total, 44. Oct. 16.—Young America *vs.* Continental, at Germantown; Young America, 90 and 76; total, 166. Continental, 46 and 74; total, 120. Nov. 1.—Young America and Philadelphia—American Eleven, at Camden; Young America, 96 and 56; total, 152. Philadelphia, 89 and 40; total, 129.

May 16, 1863.—Young America *vs.* Philadelphia—American Eleven, at Camden; Young America, 34 and 34; total, 68. Philadelphia, 49 and 20; total, 69. Philadelphia won by nine wickets. Nov. 7.—Young America *vs.* Quid Nunc, at Camden; Young America, 122 and 37; total, 159. Quid Nunc, 90 and 28; total, 118.

May 21, 1864—Young America *vs.* Philadelphia, at Camden. Young America, 57 and 58; total, 115. Philadelphia, 61 and 46; total, 107. June 18, 1864—Young America *vs.* Hamilton, at Germantown. Young America, 162; Hamilton, 77 and 33; total, 110. July 2, 1864—Young America *vs.* Chippewa, at Germantown. Young America, 162; Chippewa, 14 and 56; total, 70. September 10, 1864—Young America *vs.* Chippewa, at Germantown. Chippewa, 28 and 50; total, 78. Young America, 142. September 24, 1864—Young America *vs.* Hamilton, at Germantown. Hamilton, 33; Young America, 186—one day's match. September 27 and 28, 1864—Young America *vs.* St. George, at Hoboken, N. J. Young America, 46 and 19; total, 65. St. George, 34 and 30; total, 64. Young America won by four wickets. September 30 and October 1, 1864—Young America *vs.* Willow, at Bedford, L. I. Young America, 69 and 64; total, 133. Willow, 88. A draw game, Young

America losing nine wickets in second inning. In the autumn of 1864—Young America *vs.* Philadelphia, at Germantown. Philadelphia, 55; Young America, 113. The Young America won in one inning, with eleven runs to spare.

June 13 and 14, 1865—Young America *vs.* Philadelphia, at Camden. Young America, 29 and 119; total, 148. Philadelphia, 37 and 43; total, 80. July 1, 1865—Young America *vs.* Willow, at Germantown. Young America, 145; Willow, 42—one day's match. July 12 and 13, 1865—Young America *vs.* St. George, at Germantown. Young America, 54 and 45; total, 99; St. George, 43 and 56; total, 99. A tie game. September 2, 1865—Young America *vs.* Pottsville, at Pottsville. Pottsville, 18 and 28; Young America, 32 and 15; total, 47. Young America won by seven wickets. September 20, 1865—Young America *vs.* St. George, at Hoboken. Young America, 115 and 65; total, 180. St. George, 67 and 52; total, 119. September 30, 1865—Young America *vs.* University, at Germantown. Young America, 136; University, 45 and 67; total, 112. October 14, 1865—Young America *vs.* Chippewa, at Germantown. Young America, 124; Chippewa, 35 and 52; total, 87. October 19, 1865—Young America *vs.* Pottsville, at Germantown. Young America, 32 and 102; total, 134. Pottsville, 7 and 45; total, 52. Young America *vs.* Philadelphia—Philadelphia, 69 and 52; total, 121. Young America, 38 and 35; total, 73. Young America lost four wickets second inning. A draw game.

May 5, 1866—Young America *vs.* University, at Germantown. Young America, 67 and 76; total, 143; University, 39 and 76; total, 115. June 13 and 14, 1866—Young America *vs.* St. George, at Germantown. Young America, 98 and 81; total, 179. St. George, 111 and 53; total, 164. A draw game. St. George lost seven wickets in second inning. June 19 and 20, 1866—Young America *vs.* Philadelphia at Camden. Young America, 56 and 115; total, 171. Philadelphia, 75 and 54; total, 129. September 1, 1866—Young America *vs.* Olympian, at Germantown. Young America, 125; Olympian, 47 and 50; total, 97. September 21, 1866—Young America *vs.* Pottsville,

at Germantown. Young America, 75; Pottsville, 8. A drawn game. Pottsville lost four wickets. September 26 and 27, 1866—Young America *vs.* St. George, at New York. Young America, 43 and 30; total, 73. St. George, 45 and 29; total, 74. St. George won by six wickets. September 28 and 29, 1866—Young America *vs.* Boston, at Boston, Mass. Young America, 64 and 54; total, 118. Boston, 86 and 18; total, 104. October 6, 1866—Young America *vs.* Lillywhite, at Germantown. Young America, 65 and 59; total, 124. Lillywhite, 43 and 46; total, 89. November, 1866—Young America *vs.* Germantown, at Germantown. Drawn game. Young America, 69 and 96; total, 165. Germantown, 65 and 12; total, 77. Germantown lost one wicket in second inning.

OLYMPIAN CLUB.

The Olympian Cricket Club, of Philadelphia, was a promising junior organization before the war; and up to the time of its dissolution had never met defeat, winning in the two seasons it had its existence, upwards of a dozen matches; many against clubs of supposed superiority. During the war, Cricket and the club were forgotten; many of the members going into the army and navy.

On the 14th of April, 1865, some of the old members met, at the call of Henry N. Graffen, and agreed to re-organize the club, elected Charles C. Lister, President; H. N. Walker, Vice-President; S. M. Graffen, Secretary and Treasurer. At first, it was hard work, the base ball mania was just beginning to spread, and no one would join a cricket club; still they went on, and one after another, touched by old memories, the old members signed the roll; at the end of the season a fine club was in existence. Messrs. Chas. A. Barclay and W. R. Wister, of the Philadelphia club, were very kind to the young club, doing all in their power to assist them.

The club now numbers upwards of one hundred members, the

following being a list of their officers : President, Chas. A. Jenkins ; Vice-President, Charles C. Lister ; Treasurer, Henry Davis ; Secretary, S. M. Graffen.

The practice-grounds of the club are considered among the finest in the country, being those of the Olympic Ball Club, situated at Twenty-fifth and Jefferson streets.

Matches, June 2, 1865.—Olympian *vs.* Philadelphia. Olympian, 20 and 48 ; total, 68 ; Philadelphia, 78 and 44 ; total, 122. June 12.—Olympian *vs.* Pottsville Club, at Pottsville, Pa. Tie game ; Olympian, 20 and 69 ; total, 89 ; Pottsville, 43 and 46 ; total, 89. July 4.—Olympian *vs.* Manhattan, of New York, at Hoboken. Olympian, 82 and 29 ; total, 111 ; Manhattan, 64 and 52 ; total, 116. July 13.—Olympian 2d Eleven *vs.* Powellton 1st. Olympian, 29 and 27 ; total, 56 ; Powellton, 33 and 72 ; total, 105. July 27.—Olympian *vs.* Ashland. Olympian, 74 and 35 ; total, 109 ; Ashland, 37 and 73 ; total, 110. July 27.—Olympian *vs.* Manhattan, of N. Y., at Philadelphia. Olympian, 92 and 119 ; total, 212 ; Manhattan, 55 and 19 ; total, 74. August 12.—Olympian *vs.* Ashland. Olympian, 34 and 36 ; total, 70 ; Ashland, 33 and 46 ; total, 79. August 25.—Olympian *vs.* Chippewa. Olympian, 30 and 53 ; total, 83 ; Chippewa, 77 and 8 ; total 85, with seven wickets to fall. September 1.—Olympian *vs.* Young America. Olympian, 47 and 50 ; total, 97. Young America, 125 ; total, 125. September 7.—Olympian *vs.* Camden B. B. Club. Olympian, 39 and 22 ; total, 61 ; Camden, 35 and 22 ; total, 57. September 8.—Olympic *vs.* Washington. Olympic, 81 and 159 ; total, 240 ; Washington, 34 and 14 ; total, 48. September 19.—Olympian *vs.* Pottsville, of Pottsville, Pa., at Philadelphia. Olympian, 23 and 42 ; total, 65 ; Pottsville, 23 and 58 ; total, 81. September 28.—Olympian *vs.* Manhattan, of New York, at Camden. Olympian, 50 and 44 ; total, 94, with eight wickets to fall ; Manhattan, 42 and 103 ; total, 108 ; decided at first innings. October 2.—Olympian *vs.* Washington, of Washington, D. C. Olympian, 159 ; Washington, 73 and 79 ; total, 152. October 6.—Olympian *vs.* Manhattan, of New York, at Hoboken. Olympian, 132 ; total, 132. Manhattan, 49 and

68; total, 117. October 28.—Olympian *vs.* Philadelphia. Olympian, 35 and 63; total, 98, with seven wickets to fall; Philadelphia, 63 and 36; total, 99.

May 27, 1866.—Olympian *vs.* Young America, 2d; with eight men. Olympian, 18 and 47; total, 65, with seven wickets to fall; Young America, 53 and 11; total, 64. June 16.—Olympian *vs.* Philadelphia, 2d. Olympian, 58 and 111; total, 169, with eight wickets to fall; Philadelphia, 89 and 82; total, 171. July 28.—Olympian and Manhattan (2d), of New York. Olympian, 62 and 38; total, 100; Manhattan, 46 and 53; total, 99, with one wicket to fall. August 31.—Olympian *vs.* Young America, 2d. Olympian, 60 and 73; total, 133; Young America, 90 and 70; total, 160. October 8.—Olympian *vs.* Manhattan, 2d; played at Hoboken, with seven men. Olympian, 24 and 39; total, 63, with six wickets to fall; Manhattan, 38 and 28; total, 66. October 20.—Olympian *vs.* Young America, 2d. Olympian, 58 and 39; total, 97. Young America, 40 and 41; total, 81.

MERION CLUB.

In December, 1865, a number of young men residing in Lower Merion, Montgomery county, and adjacent parts of Delaware county, Pennsylvania, met together and took steps preparatory to forming a cricket club. The club was named the Merion Cricket Club. In March, 1866, active organization was effected, and the following officers elected: President, Charles Eyre; Secretary, W. W. Montgomery; and Treasurer, M. Ewing. Since the organization of the Club, the first eleven has played the following matches: May 19, 1866, at Wynne Wood, with the first eleven Dorian C. C., of Haverford College, the Merion winning by 21 runs. May 26, at Wynne Wood, with the eleven of the Class of '68 of the University of Pennsylvania. The Merion won by 10 wickets. June 16, at Wynne Wood, with the eleven of the Class of '68, the latter winning by 3 wickets. July 4, at Wynne Wood, with the second eleven

Powelton C. C., of Philadelphia. Drawn. Game stopped by the rain. September 15, at Wynne Wood, with the second eleven Germantown C. C.; the latter winning by 5 wickets. September 22, at Wynne Wood, with the eleven of the Class of '68, University of Pennsylvania. The Merion won by 1 inning and 34 runs. October 6, at Haverford College, with the first eleven Dorian Club. The Merion won by four wickets. June 23, at Wynne Wood, with the first eleven Neptune C. C., of Philadelphia; the latter winning by 79 runs. September 1, at Wynne Wood, with the first eleven of the West Haverford Club. The Merion won by 55 runs. September 29, at Wynne Wood, with the eleven of the Class of '67, of the University of Pennsylvania; the latter winning by 49 runs. October 20, at Wynne Wood, with the same; the Merion winning by 45 runs. October 27, at Wynne Wood, with the second eleven of the Delphian Club, of Philadelphia. The Merion won by 3 runs.

In August the following officers were elected for the autumn season: President, Charles Eyre; Treasurer, H. Sayres; Secretary, R. Evans. Ground Committee: J. Randall Williams, J. Aubrey Jones, Samuel Garrigues, H. Sayres, and R. Reilly. Practice days: Mondays, Wednesdays, and Saturdays. A large sum has been raised by subscription for the purpose of improving the ground, etc., and it is expected it will be in excellent order on the opening of the season next spring. The Merion is in a very flourishing condition. There are now thirty-four active and eleven contributing members. A majority had never played cricket before joining this Club, but all are now most enthusiastic in their devotion to it, and the Merion bids fair to become ere long a first-class organization. The grounds of the Merion Club are on the estate of Mr. Owen Jones, near Wynne Wood Station, seven miles from Philadelphia.

POTTSVILLE CLUB.

The Pottsville Cricket Club, of Pottsville, Pa., was organized May 8, 1858, the officers being: President, R. C. Green; Vice-

president, L. P. Brooke ; Secretary, H. R. Silliman ; Treasurer, L. C. Thompson. The Club played some twenty matches during the season of 1858, winning them all. In 1859 the same officers were re-elected. Played the old Germantown Club, at Pottsville, and were defeated by 16 runs. In the fall of 1859 the Pottsville defeated the Germantown by two runs, and also won a match from the Hamilton Club, of West Philadelphia. After the season of 1859 the Pottsville Club suspended playing. In April, 1865, the Osceola Cricket Club, which was organized in 1858, adopted the name of the Pottsville Cricket Club, and took possession of its books, accounts, etc. The officers for 1865 were: President, Bernard Reilly; Vice-President, Clem. Evans; Secretary, J. W. McCool; Treasurer, T. F. McGinnes.

Games played during 1865: June 12.—Pottsville and the Port Carbon Club, at Pottsville; Pottsville scoring 104 runs in the first inning; Port Carbon, 34 and 12; Pottsville winning by 1 inning and 28 runs. June 15.—Pottsville and Tuscarora, at Pottsville. Tuscarora, 72 and 26; total, 98; Pottsville, 42 and 57; total, 99. Pottsville won, with 7 wickets to spare. June 28.—Pottsville and St. Clair, on the grounds of St. Clair Club. St. Clair, 23 and 36; total, 69. Pottsville, 55 and 17; total, 72. Pottsville won, with 10 wickets to fall. July 3d.—Pottsville and Port Carbon, on the grounds of latter. Port Carbon, 48 and 17; total, 65. Pottsville, 67; winning the game in one inning. July 15.—Pottsville and Atlantic, at Pottsville. Atlantic, 22 and 15; total, 37; Pottsville scoring 226 runs in 1 inning. August 2.—Pottsville and St. Clair, on the grounds of former. St. Clair, 64 and 13; total, 77. Pottsville, 73 and 5; total, 78. Pottsville winning, with 10 wickets to spare. August 12.—Pottsville and Tuscarora, on the grounds of the latter. Tuscarora, 62 and 51; total, 113. Pottsville, 28 and 46; total, 74; being defeated by 39 runs. August 29.—Pottsville and Tuscarora, on the grounds of the St. Clair Club. Tuscarora, 10 and 32; total, 42. Pottsville scored 44, and won the game in one inning. September 2.—Pottsville and Young America, of Philadelphia, at Potts-

ville. Pottsville, 18 and 28; total, 46. Young America, 32 and 15; winning, with 7 wickets to spare. September 21.—Pottsville and Ashland, of Philadelphia, at Pottsville. Ashland, 39 and 26; total, 65. Pottsville, 73 and 61; total, 134. September 14.—Pottsville and United Eleven, of Schuylkill County, on the grounds of St. Clair Club. Pottsville, 80 and 62; total, 142. United Eleven, 66 and 62; total, 128. September 30.—Pottsville and Port Carbon. Pottsville, 36 and 32; total, 68. Port Carbon, 63 and 70; total, 133. October 10.—Pottsville and Port Carbon. Pottsville, 64 and 56; total, 120. Port Carbon, 36 and 13; total, 49. October 17.—Pottsville and Ashland, of Philadelphia. Ashland, 43 and 57; total, 100. Pottsville, 30 and 73; total, 103; and winning, with three wickets to spare. October 19.—Pottsville and Young America, of Germantown. Pottsville, 7 and 44; total, 51. Young America, 32 and 102; total, 134.

Officers for 1866.—President, R. F. Lee; Vice-President, J. B. Reilly; Secretary, Solomon Foster, Jr.; Treasurer, A. J. Huntzinger. The following games were played during 1866: June 2.—Pottsville and Tuscarora. Tuscarora, 29 and 24; total, 53. Pottsville, 37 and 18; total, 55. Pottsville won, with five wickets to spare. June 12.—Pottsville and Olympian, of Philadelphia. Pottsville, 43 and 46; total, 89. Olympian, 20 and 69; total, 89. Tie game. July 26.—Pottsville and No Name (composed of eleven picked players from different clubs), at Pottsville. No Name, 29 and 25; total, 54. Pottsville, 42 and 14; total, 56; Pottsville winning, with 8 wickets to spare. August 24.—Pottsville (first eleven) against twenty-two of the Slow Boys' Club, at Pottsville. The twenty-two scoring 40 and 28; total, 68. Pottsville, 54 and 42; total, 96. September 19.—Pottsville and Olympian, of Philadelphia. Olympian, 23 and 42; total, 65. Pottsville, 23 and 57; total, 80. September 21.—Pottsville and Young America, of Germantown. Young America, 75; Pottsville, 8. Four wickets down when the rain ended the game. September 22.—Pottsville and Philadelphia Club. Philadelphia, 52 and 105; total, 157. Pottsville, 33 and

15; when darkness ended the game, it being decided by the first inning.

UNION CLUB.

The Union Cricket Club, of Cincinnati, Ohio, was organized in the fall of 1856, with W. H. Coolidge for President.

Played first match with Hamilton (Ohio) Club, in October of same year; won by Union. List of matches played since organization:

October 10, 1856.—Union *vs.* Hamilton; won.

October 6, 1857.—Union *vs.* St. George, of Cleveland; lost.

October 15.—Union *vs.* Olympic, of Pittsburg; won.

May 20, 1858.—Union *vs.* Buckeye, of Cincinnati, Ohio; won.

June 2, 1859.—Union *vs.* Prairie, of Chicago; lost. July 4.—Union *vs.* Jackson, of St. Louis; won. August 18.—Union *vs.* Olympic, of Pittsburg; won.

May 17, 1860.—Union *vs.* Prairie, of Chicago; won. August 7.—Union *vs.* Kentucky, of Newport; won. September 1.—Union *vs.* Kentucky, of Newport; won. November 6.—Union *vs.* Prairie, of Chicago; lost.

September 5, 1864.—Union *vs.* Peninsular, of Detroit; lost. September 6.—Union *vs.* Windsor, of C. W.; drawn.

June 21, 1865.—Union *vs.* Windsor, of C. W.; won. August 8.—Union *vs.* Peninsular, of Detroit; lost. September 7.—Union *vs.* Peninsular, of Detroit; lost. September 8.—Union *vs.* Windsor, of C. W.; won. September 9.—Union *vs.* Chatham, of C. W.; lost. September 11.—Union *vs.* Pontiac, of Mich.; won. November 5.—Union *vs.* Indianapolis, of Ind.; won.

May 18, 1866.—Union *vs.* Indianapolis, of Ind.; won. September 3.—Union *vs.* Forest City, of Cleveland; won. September 4 and 5.—Union *vs.* Windsor, of C. W.; won. September 6.—Union *vs.* Chatham, of C. W.; won. September 7.—Union

vs. London, of C. W.; drawn. September 9 and 10.—Union vs. Toronto, of C. W.; drawn.

Played 26 matches; won 16, lost 7, and 3 drawn.

Of the Presidents of the Club may be mentioned the names of W. H. Coolidge, M. T. Williamson, Thos. B. Wheeldon, J. Hattersby, and Geo. B. Ellard; the first and last of whom have been each re-elected three times.

The practice-grounds of the club have been changed during the last two seasons, from East Walnut Hills to the foot of Richmond street, within the City limits. The club pay for these grounds \$500 per annum rent. The expense of levelling, sodding, fencing, building, etc., amounted to nearly \$5,000.

The Union Cricket Club flood their grounds in winter, and convert it into a skating pond. They now number over 500 members, with a revenue of \$5,000. They last season secured the services of Harry Wright, one of the best persons in America to take charge of a cricket club, and with other accessions to their former strength, stand now, as players, second to none.

The present officers of the club are: President, Geo. B. Ellard; Vice-President, I. B. Resor; Secretary, Wm. Resor, Jr.; Treasurer, B. F. Wright; Property-man, Harry Wright.

Wm. M. Bradshaw was the professional of the Union Club from 1858 until 1862, when he removed to Leavenworth, Kansas, where he still resides. He performed good service for the club during his long connexion with it, and all the old players remember and cherish the happy hours passed under his instruction.

FOREST CITY CLUB.

The Forest City Cricket Club, of Cleveland, Ohio, was organized by William Day, July 7, 1865, with the following officers: President, Henry Parsons; Vice-President, S. W. Garrett; Recording Secretary, William Day; Treasurer, George Rose. Played two matches with the Excelsior Club, of Meadville, Pa. The first game was played August 18, 1865, at Cleveland, and

resulted in favor of the Forest City by 65 runs. The return match was played on the Excelsior grounds, at Meadville, September 16, the Excelsior winning by 8 runs.

During 1866 the Forest City Club engaged in the following games: June 29.—Played with the Windsor Club, of Canada West. Won by the Windsor by 1 run. The return match was played in Windsor, August 15, the Forest City losing by 40 runs. On the 5th of August played with the Detroit Club, at Detroit, the latter winning in one inning. September 3 the Forest City played a match with the Union Club, of Cincinnati, at Cleveland. The Union won by 8 runs.

VISIT OF THE ALL ENGLAND ELEVEN.

In 1857 a correspondence was commenced by R. Waller, of the St. George's Club, of New York, with Messrs. Lillywhite and Wisden; the last letter received on the subject was from F. Lillywhite, dated March 15, 1858, but owing to the want of a private ground, and other reasons, it was held in abeyance. This season, through the liberality of E. A. Stevens, Esq., of Hoboken, a new ground was commenced for the St. George's Club, which was to have been finished for play for 1860, when a letter was received from W. P. Pickering, of Montreal, dated June 9, 1859, stating he had received information from England that the All England Eleven would come out to America on reasonable terms, and that if the St. George Club approved and were willing to aid, he proposed four matches should be played—two in Canada and two in the United States, the St. George's Club to have the entire management of the latter. To this a reply was sent, that as far as the St. George's Club was concerned, it would be more convenient to defer the visit till another year, mainly because the new ground would scarcely be ready. Mr. Pickering, however, urging that the affair should come off that season, the St. George's Club at once gave the requisite guarantee, without asking or requiring any explanation as to cost, but paid the sum

asked, and, in turn, corresponded with Philadelphia, which city as promptly responded, agreeing to pay one half the sum, whatever it might be, guaranteed by the St. George's Club.

The four matches were accepted by the Montreal Club, the St. George's Club for the States, and sub-let to Philadelphia and the Hamilton Club, and they were to have been commenced September 21st, 26th, October 3d and 10th; but owing to the long passage of the Nova Scotian, the Montreal match was not commenced till the 24th September; bad weather also prevailing, Mr. Pickering requested the St. George's Club to defer their match to the 28th, and then to the 29th; but the heavy rains had so injured the new ground that the latter Club insisted on a further delay, and ultimately the matches were fixed—New York, October 3d; Philadelphia, October 10th; Hamilton, October 17th. This was a gain for the players, as it enabled a new series of matches to be arranged, to fill up the week allotted to each city, and a benefit was given them, dividing the twelve and filling up the sides from the ranks of their opponents.

The first match, against twenty-two of Lower Canada, in Montreal, resulted in defeat of Canadians by 8 wickets. The second match, against twenty-two of the United States, at New York, All England won in 1 inning and 64 runs. The third match, against twenty-two of the United States, at Philadelphia; the Americans lost by 7 wickets. The fourth match, against twenty-two of Canada, at Hamilton, resulted in a victory for All England by 10 wickets.

The International Cricket Match between Eleven Professional Cricketers from England, against Twenty-two Players selected from Clubs in the United States, was played in the Elysian Fields, at Hoboken, N. J., Oct. 3d, 4th and 5th, 1859.

UNITED STATES TWENTY-TWO.

<i>First Innings.</i>		<i>Second Innings.</i>	
J. Lang, b Parr.....	6	c Carpenter, b Wisden.....	7
R. Waller, run out.....	0	c Lockyer, b Caffyn.....	0
H. Sharpe, st Lockyer, b Jackson.	1	c and b Caffyn.....	5

W. Hammond, c Hayward, b Parr.	6	b Caffyn	0
A. H. Gibbs, b Jackson	0	c Lockyer, b Caffyn	0
J. W. S. Scarlet, 1 b w, b Parr	4	c Carpenter, b Caffyn	1
A. Marsh, 1 b w, b Jackson	0	c Wisden, b Caffyn	0
W. Wilby, b Parr	3	b Caffyn	0
T. Senior, hit wicket, b Parr	1	c Carpenter, b Caffyn	3
H. Wright, c Lockyer, b Parr	1	b Caffyn	5
J. Higham, b Jackson	1	b Caffyn	0
Head, b Jackson	0	c Lockyer, b Caffyn	5
S. Wright, st Lockyer, b Jackson	1	b Wisden	3
W. Newhall, c Diver, b Jackson	5	b Caffyn	6
Morgan, c Jackson, b Parr	0	c Lockyer, b Caffyn	0
J. Walker, b Jackson	2	b Wisden	0
W. Crossley, b Parr	0	c Carpenter, b Caffyn	4
W. Comery, hit wicket, b Parr	0	1 b w, b Caffyn	5
R. Bage, b Jackson	3	not out	0
H. Lillywhite, c Carpenter, b Jackson	0	c Lockyer, b Caffyn	0
F. Barclay, run out	0	run out	1
Hallis, not out	0	b Wisden	5
Bye, 1, leg bye, 1	2	Bye, 1, leg byes, 3	4
Total	38	Total	54

ENGLISH ELEVEN.

R. Carpenter, c Senior, b Hallis	26	J. Caesar, b Hallis	6
T. Hayward, b Hallis	33	J. Grundy, b Hallis	20
J. Wisden, run out	3	J. Jackson, not out	8
G. Parr, b Gibbs	7	Byes 10, leg byes 1, wides 12, no balls 2	
W. Caffyn, b Gibbs	5		
T. Lockyer, c Lang, b Hallis	12		
A Diver, c Hallis, b Gibbs	1	Total	
H. H. Stephenson, b Hallis	10		

Umpires, John Lillywhite, of England, and Charles St. George's Club.

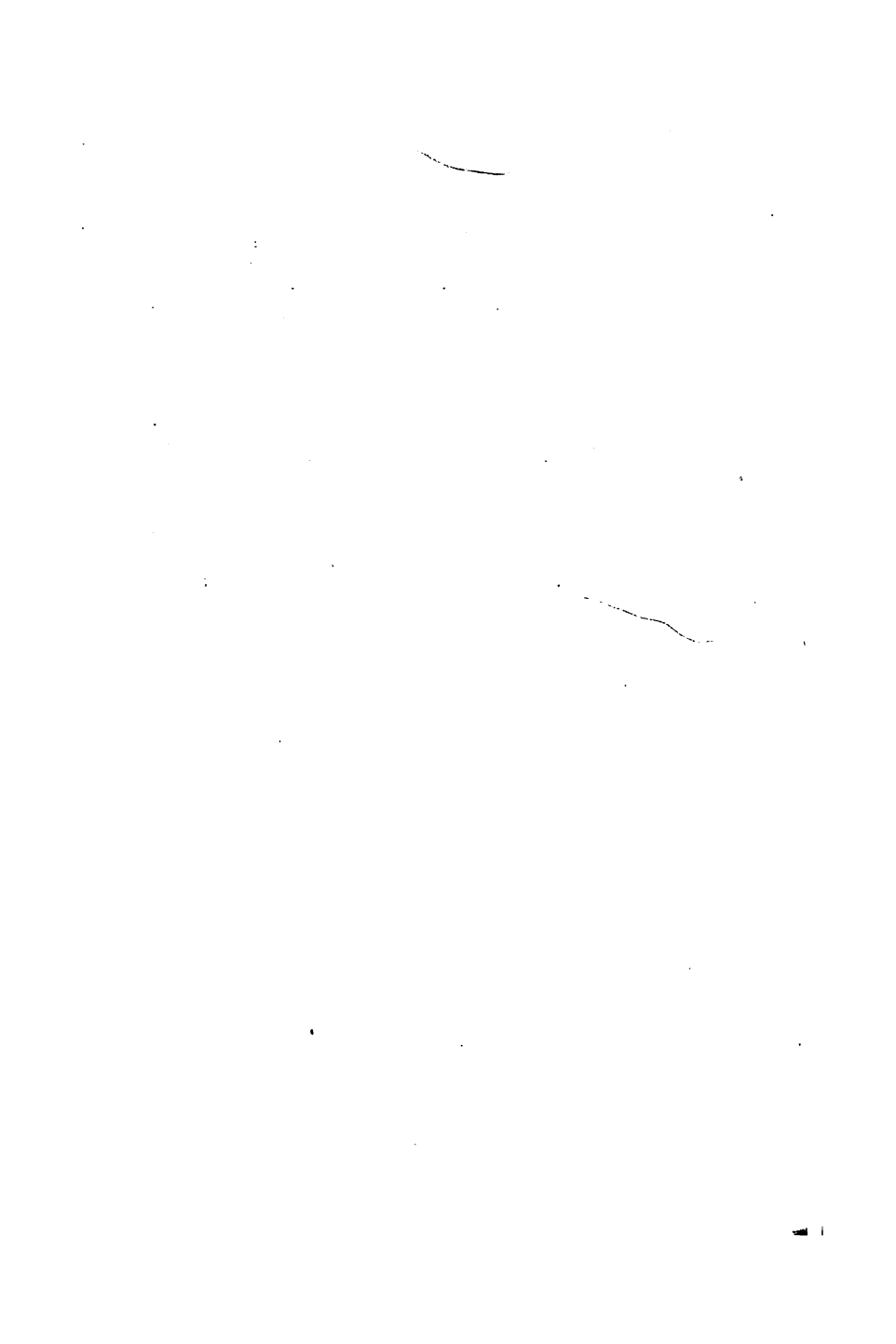
On Friday evening, October 7, a splendid dinner at the Astor House, to the All England Eleven Club. The banquet was in the Ladies' very tastefully fitted up, the flags of the at the head of the room. Mr. R. Walker was supported on his right and left by Messrs

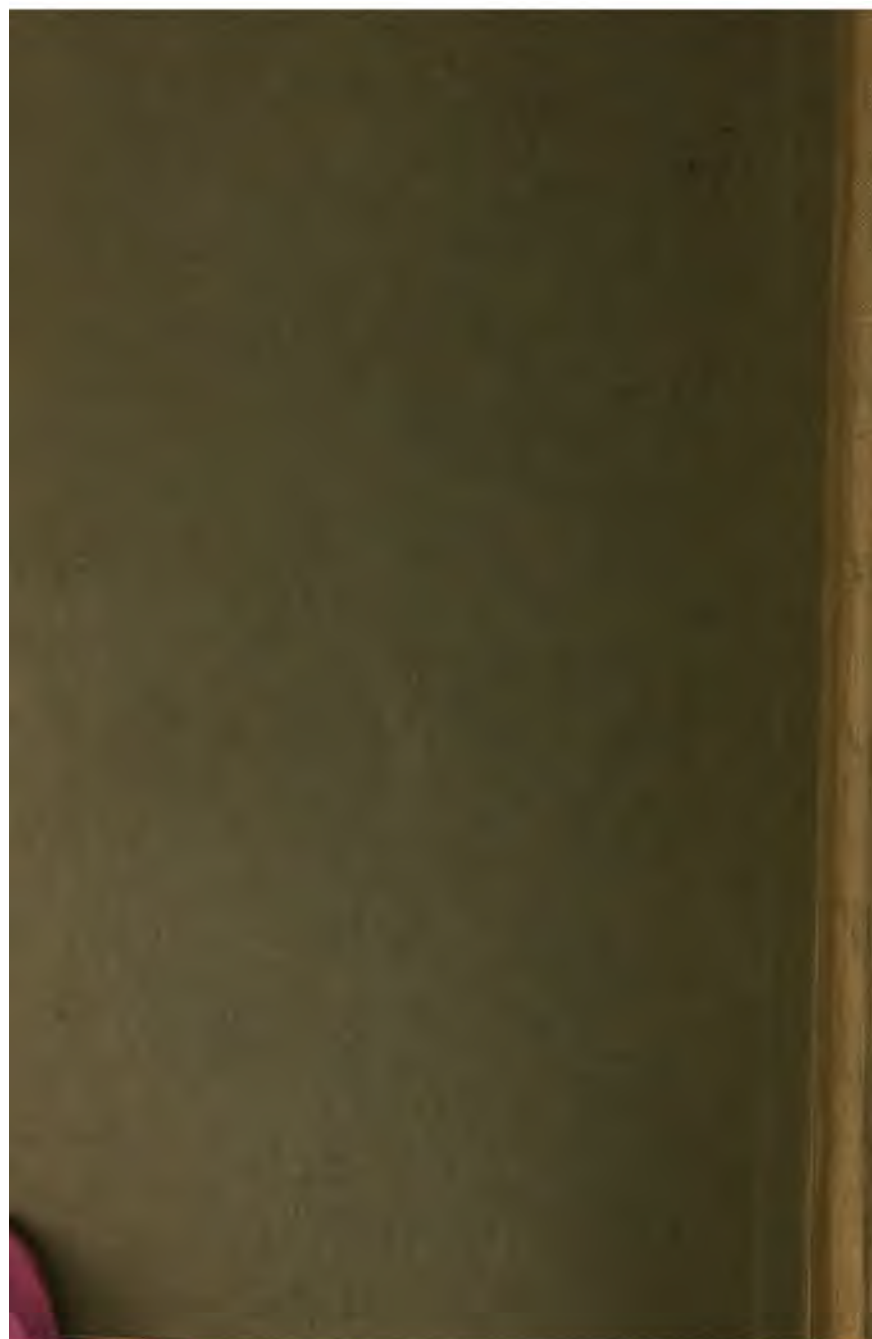
and others. Dr. Irving, of South Carolina, was one of the invited guests. Dodworth's band furnished the music, and there was a capital Glee Club present, consisting of Mr. A. P. Peck, 1st tenor; Mr. J. Phillips, 2d tenor; Mr. Thomas Price, 1st, and Mr. George Lockhart, 2d bass; Mr. George W. Colby presided at the piano.

The All England Eleven left for home on Saturday, October 20, 1859, sailing from Quebec.

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